

# TRAFFIC IMPACT STUDY & PARKING STUDY - 2nd OPA/ZBA SUBMISSION

Proposed Infill Redevelopment,  
1785 Bloor Street, City of Mississauga,  
Region of Peel

September 2023

## Prepared For

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September 29, 2023

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**Re: Proposed 14-Storey Residential Apartment Building, 1785 Bloor Street, Mississauga, ON – Traffic Impact and Parking Study – 2<sup>nd</sup> OPA/ZBA Submission**

TRANS-PLAN is pleased to submit this Traffic Impact and Parking Study for the proposed infill redevelopment to the existing 76-unit apartment building at 1785 Bloor Street in the City of Mississauga, proposing a 14-storey apartment building with 234 dwelling units. The existing 10-storey apartment will be retained, for a total of 310 residential dwelling units on the property.

Our findings indicate that the proposed development can be accommodated on the surrounding road network without any improvements other than constructing the proposed driveways. Further, the proposed auto parking supply of 0.92 spaces per unit is expected to be sufficient based on our review of the existing parking supply and demand at the 76 unit apartment. Units are to be catered to those who do not own a personal vehicle and would utilize the alternative modes of travel in the study area.

A Transportation Demand Management plan has also been included in this report, discussing how the subject site can reduce single-occupant vehicle travel and encourage alternative modes of travel.

A Site Circulation review has been included within the report, demonstrating that waste collection, loading, and passenger vehicles can properly and safely circulate the subject site.

Sincerely,

Anil Seegobin, P.Eng.  
Partner, Engineer

**Trans-Plan Transportation Inc.**  
Transportation Consultants



Charles Chung  
Traffic Analyst



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Transmittal Letter

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## 1. INTRODUCTION

Trans-Plan has been retained by 1785 Bloor Holdings Inc. to complete a Traffic Impact Study and Parking Study for a proposed 14-storey residential apartment at 1785 Bloor Street (the “subject site” or “site”, Mississauga). The study components include the following tasks:

### Traffic Impact Study

- A review and assessment of the existing road network
- A review of the site context and development proposal
- An assessment of future background conditions based on anticipated traffic growth, area developments and planned transportation improvements in the study area
- An assessment of the impact of site-generated traffic on the adjacent roadway network under future background and total traffic conditions
- Determination of roadway and intersection improvements and transit and pedestrian / cycling infrastructure improvements, as required, to accommodate the proposed development

### Parking Study

- A review of the auto parking supply and requirements based on the City of Mississauga's By-law 0225-2007
- Conduction of parking utilization surveys to determine existing parking requirements, and provide an analysis of future parking demands including that generated from the additional apartment building
- Provide justification for reduced parking provisions at the site, if necessary.

### Traffic Demand Management (TDM) Plan

- A review of the study area roadways for transit and active transportation facilities
- A review of TDM guidelines to determine the TDM measures that would be appropriate for the planned development in terms of context, scale and land use

Prior to conducting this study, City of Mississauga Transportation staff were provided a terms of reference to confirm the study scope and methodology.

Correspondence with the City was completed after the first submission to discuss the methodology of the proxy parking surveys to be conducted for six days within a two week period. Further discussion is provided in Section 10. Thorough discussion with the City was also conducted to provide an acceptable access location suited to the City and the Applicant. The site access location has been pushed further east from the existing access to provide the furthest distance from the proposed signal location, while allowing good circulation within the subject site, as demonstrated in Section 11.

## 2. SITE CONTEXT

The subject site, shown in Figure 1, is located on the north side of Bloor Street, approximately 150m west of Bridgewood Drive in the City of Mississauga. The lot is currently occupied by an existing 10-storey apartment building containing 76 residential units, with access to the site provided from Bloor Street. The unit breakdown is as follows:

- Bachelor: 20 units
- 1-Bedroom: 18 units
- 2-Bedroom: 38 units

Land uses in the immediate area surrounding the site include mostly high-rise apartment buildings with some commercial/service uses to the west, and a high school located to the north. Adjacent east is Ontario Hydro owned lands. Beyond the immediate area surrounding the site, land uses consist mostly of low-density neighbourhoods.

### 3. PROPOSED DEVELOPMENT

The site plan, provided by onespace unlimited inc., is shown in Figure 2. The proposed development consists of a new 14-storey apartment building located in the rear portion of the site, consisting of 234 units. The unit breakdown is as follows:

- 1-Bedroom: 69 units
- 2-Bedroom: 125 units
- 3-Bedroom: 40 units

The existing apartment building on site is to remain unchanged, with the new structure to be in place of the existing parking lot. A total of 310 residential units are to be provided on-site, including the existing 76 units. The unit breakdown is as follows:

- Bachelor: 20 units
- 1-Bedroom: 87 units
- 2-Bedroom: 163 units
- 3-Bedroom: 40 units

Parking on site is to be provided via 8 at-grade visitor parking spaces, and two levels of underground parking consisting of 278 spaces. In total, 286 parking spaces are provided, with 31 visitor parking spaces and 255 resident parking spaces. Although not included in the total parking count, 12 tandem parking spaces are also provided in the underground levels for resident use to be determined. Based on coordination with the City, the subject site access is to be relocated further east along the lot frontage.

### 4. EXISTING CONDITIONS

#### 4.1 Road Network

The roadways located in the study area are described as follows:

**Bloor Street** is a major collector road that runs in an east-west direction, under the jurisdiction of the City of Mississauga. It consists of four travel lanes, two in each direction. The posted speed limit within the study area is 50km/h.

**Fieldgate Drive** is a local road under the jurisdiction of the City of Mississauga, running in a north-south direction. It has two travel lanes, one in each direction. The speed limit is unposted, and is assumed to be 50 km/h.

**Bridgewood Drive** is a local road under the jurisdiction of the City of Mississauga, running in a north-south direction. It has two travel lanes, one in each direction. The speed limit is unposted, and is assumed to be 50 km/h.

There is also a Signalized Pedestrian Crossing (PXO) located between the 1745-1759 site access driveways (30m west of subject site access), which will be included in the road network analyzed through this report.

The existing study area roadway characteristics are shown in Figure 3.

#### 4.2 Transit Service

The site is served by MiWay Transit, which provides transit routes across the city. The MiWay transit routes serving the area are as follows:

**MiWay Route 3, Bloor** is a local bus route operating mainly in an east-west orientation along Bloor Street. The route connects riders from the Mississauga City Centre Transit Terminal at Square one to Kipling Terminal. The nearest stop is located at the signalized PXO approximately 40-meters west of the subject site access.

**MiWay Route 307, Philip Pocock-Bloor East** is a high school bus route, operating exclusively with an eastbound route. The first stop is Philip Pocock Catholic Secondary School, then travels southbound as it services various secondary schools along Tomken Road, before travelling eastbound along Bloor Street, and the route ending at Kipling Terminal. As it is an exclusive eastbound route dedicated to secondary schools, the route is only operational during weekdays, and in service once per day. The nearest stop is located at the signalized PXO approximately 40-meters west of the subject site access.

The approximate service times and peak service frequencies for the above routes are shown below in Table 1. A transit map is also provided in Figure 4.

Table 1 – Transit Service in Study Area

| YRT Route                       | Nearest Transit Stop to Site              | Approximate Service Times |                  | Approximate Peak Service Frequency (min) |       |     |
|---------------------------------|---|---------------------------|------------------|--|-------|-----|
|                                 |   | Weekdays (WD)             | Saturday (SAT)   | WD AM                                    | WD PM | SAT |
| 3, Bloor                        | 40m west of 1785 Bloor Street Site Access | 4:06 – 3:32               | 05:20 – 01:03    | 15                                       | 13    | 22  |
| 307, Philip Pocock – Bloor East | 40m west of 1785 Bloor Street Site Access | 14:38                     | Not in Operation | -  | -     | -   |

Source: Triplinx website

#### 4.3 Traffic Counts

Trans-Plan conducted turning movement counts (TMCs) at the study area intersection(s) and driveway(s) on Thursday November 25, 2021 (a typical weekday) during Step Three of Ontario’s Roadmap to Reopen due to the ongoing Covid pandemic. The detailed TMC data, and signal timing plans, are provided in Appendix A, and the count dates, times and peak hours are summarized below in Table 2.

Table 2 – Turning Movement Counts, Study Area Intersections and Driveways

| Location   | Count Date                       | Count Hours                        | Peak Hours                         |
|--|----------------------------------|------------------------------------|------------------------------------|
| Bloor Street and Bridgewood Drive<br>(Signalized Intersection) | Thursday<br>November 25,<br>2021 | 7:00am – 9:30am<br>4:00pm – 6:30pm | 8:00am – 9:00am<br>4:45pm – 5:45pm |
| Bloor Street and Fieldgate Drive<br>(Signalized Intersection)  |                                  |                                    | 8:00am – 9:00am<br>4:00pm – 5:00pm |
| Bloor Street and 1785 Bloor Street Site Access                 |                                  |                                    | 8:00am – 9:00am<br>3:00pm – 4:00pm |

The existing traffic volumes for the weekday AM and PM peak hours are shown in Figure 5.

#### 4.4 Traffic Volume Comparison

Trans-Plan conducted turning movement counts on Wednesday August 30, 2023 at the site access to better understand the impacts of vehicular traffic along Bloor Street due to the pandemic. The count hours were consistent with the 2021 counts, with the comparison provided in Table 3. The raw data for the 2023 count is provided in Appendix A.

Table 3 – Comparison of Bloor Street Vehicular Traffic in 2021 and 2023

| Count Date                 | Bloor Street Peak Hour Vehicular Traffic |     |           |     |       |       |
|----------------------------|--|-----|-----------|-----|-------|-------|
|                            | Eastbound                                |     | Westbound |     | Total |       |
|                            | AM                                       | PM  | AM        | PM  | AM    | PM    |
| Thursday November 25, 2021 | 812                                      | 738 | 528       | 868 | 1,340 | 1,606 |
| Wednesday August 30, 2023  | 570                                      | 770 | 403       | 699 | 973   | 1,469 |

Based on our review, the overall traffic volumes from the 2021 traffic count are higher than the counts surveyed in 2023. This could be due in part to multiple factors, such as being conducted in different seasons, and vehicle travel patterns changing due to the pandemic. The traffic analysis within this report carried forward with the 2021 counts to utilize the higher traffic volumes.

## 5. FUTURE BACKGROUND CONDITIONS

The future background traffic volumes for the weekday AM and PM peak hours are shown in Figure 6, based on review of background traffic growth, planned developments and roadway improvements.

### 5.1 Background Growth Rate

City of Mississauga Transportation Planning Staff were contacted to discuss a feasible growth rate for the study area roadways. It was recommended a 1% growth rate be applied to westbound AM peak traffic volumes, and a 0.5% growth rate applied to the eastbound PM peak traffic volumes. The growth rate was applied to the study area intersections for a future horizon year of 2027.

## 5.2 Background Developments

Based on review of the City of Mississauga’s Active Development Applications, there are two notable background developments near the site that may have traffic impacts on the study area intersection(s) and driveway(s). These developments and their details are listed below in Table 4.

Table 4 – Planned Background Developments

| No.   | City File No. | Location                                 | Description of Application  | Trip Generation Source  |
|-------|---------------|--|---|---|
| DEV 1 | OZ 17/014 W3  | 1750 Bloor Street & 3315 Fieldgate Drive | A 17-storey apartment building and a 1-storey amenity building. The two existing apartment buildings will remain.     | Table 2 of the Traffic Impact Study Addendum, dated April 2020, prepared by LEA Consulting Ltd. |
| DEV 2 | OZ 20-003 W3  | 1840 to 1850 Bloor Street                | Two 18-storey apartment buildings containing 433 residential units. The two existing apartment buildings will remain. | Figure 7 of the Urban Traffic Considerations Report, dated February 2020, prepared by BA Group  |

The above noted developments and their respective traffic impact studies were referenced to obtain trip generation and distribution, which were then distributed to the study area intersections. It should be noted that the traffic study for the development at 1750 Bloor Street, opposite south of the subject development, did not include the drop-off area along Bloor Street in the analysis of future total traffic conditions, indicating it would be removed. In this case, traffic volumes obtained from the drop-off area and main driveway access were consolidated, with the intersection layout from its respective TIS carried forward through this analysis.

The trip generation and assignment figures for these above background developments are provided in Appendix B.

## 5.3 Future Roadway Improvements

In 2021, the City of Mississauga has initiated the Bloor Street Integrated Road Project, a planning and preliminary design study for various road improvements to the Bloor Street corridor, which includes the section analyzed in this report. The road improvements planned through the Integrated Road Project will focus on road rehabilitation, road safety, noise walls, street-lighting, and cycling and transit facilities.

The major changes to the section of Bloor Street within the study area will include widening the roadway to incorporate a signalized intersection at the driveways of 1759 and 1750 Bloor Street, replacing the pedestrian cross-over. Coordination and consultation with City staff was undertaken to arrive at an acceptable access location for the subject site, with the access as far east as possible from the proposed traffic signal. The City is currently reviewing the approved design on Bloor Street to provide cycle tracks on either side of the roadway, and reduce the lanes from four travel lanes, to three travel lanes. One lane is to be provided in each direction, along with a centre left-turn lane. The boulevard and pedestrian sidewalk are also to be maintained.

## 6. SITE TRAFFIC

### 6.1 Trips Generated by Existing Uses

A site visit and observation of the site access was conducted on Thursday November 25<sup>th</sup>, 2021. This included an in-out count of vehicles at the site access to determine the regular number of vehicles entering and exiting the site during the peak hours on a typical weekday. Detailed traffic counts from the existing driveway access are provided in Appendix A, and summarized below in Table 5.

Table 5 – Existing Site Trip Generation

| Location   | Units              | AM Peak Hour |     | PM Peak Hour |     |
|--|--------------------|--------------|-----|--------------|-----|
|  |                    | IN           | OUT | IN           | OUT |
| 1785 Bloor Street<br>(Existing 10-Storey Apartment Building) | 76<br><b>Trips</b> | 13           | 16  | 18           | 20  |
| <b>Total</b>   |                    | 29           |     | 38           |     |

Based on the above information, the existing residential apartment building generates approximately 29 and 38 two-way trips during the AM and PM peak hours, respectively.

### 6.2 Trip Generation for Additional Development

The auto trip rates from the Institute of Transportation Engineers (ITE) Trip Generation manuals, 10<sup>th</sup> Edition, Land Use Code (LUC) 222 for Multifamily Housing (High-Rise) was referenced to estimate the trip volumes generated by the new apartment building. The estimated trip generation for the new residential addition is shown below in Table 6.

Table 6 – Site Trip Generation

| Land Use                        | Size (units) | Weekday AM Peak Hour  |      |       | Weekday PM Peak Hour |      |       |
|---------------------------------|--------------|-----------------------|------|-------|----------------------|------|-------|
|                                 |              | In                    | Out  | Total | In                   | Out  | Total |
| Multifamily Housing (High-Rise) | 234          |                       |      |       |                      |      |       |
| ITE Code 222                    | Distribution | 26%                   | 74%  | 100%  | 61%                  | 39%  | 100%  |
|                                 | Equation     | $T = 0.28(X) + 12.86$ |      |       | $T = 0.34(X) + 8.56$ |      |       |
|                                 | Rate         | 0.08                  | 0.25 | 0.33  | 0.23                 | 0.15 | 0.38  |
|                                 | Trips        | 20                    | 58   | 78    | 54                   | 34   | 88    |

Based on ITE’s trip generation rates, the new apartment building on-site is expected to generate approximately 78 and 88 new two-way trips during the weekday AM and PM peak hours, respectively.

### 6.3 Trip Distribution and Assignment

Site trips for the proposed development were distributed to / from the subject site and the boundary roadways based on existing travel patterns obtained from the study area intersection and site driveway counts.

The existing directional distribution of traffic volumes along Bloor Street was analyzed, with the resulting volume split approximately 60 percent eastbound / 40 percent westbound during the weekday AM peak hour and approximately 55 percent westbound / 45 percent eastbound during the weekday PM peak hour. The estimated site traffic assignment for the weekday AM and PM peak hours is shown in Figure 7.

## **7. FUTURE TOTAL CONDITIONS**

The future total traffic volumes for the horizon year 2027 during the weekday AM and PM peak hours are shown in Figure 8, respectively, obtained by adding the site trip assignment to the future 2027 background traffic volumes.

## **8. CAPACITY AND VEHICLE QUEUING ANALYSIS**

### **8.1 Capacity Analysis**

A capacity analysis was performed for the study area roadways using Synchro analysis software. The capacity analysis results of the weekday AM and PM peak hours are shown in Appendix C. Capacity Analysis and Queue Sheets are provided in Appendix C.

According to the City of Mississauga Traffic Impact Study guidelines, a volume-to-capacity (v/c) ratio of 0.85 or less is considered acceptable for signalized intersections, and a v/c of 0.90 or less is acceptable for exclusive turning movements.

The results for the study area intersections and driveway(s) are summarized as follows:

#### **Bloor Street & Bridgewood Drive**

Under existing conditions, this intersection operates well at an overall LOS of A during the AM and PM peak hours, with a maximum v/c ratio and delay of 0.40 and 34 seconds during the PM peak hour

Under future 2027 total traffic conditions, it is expected to continue operating well at an overall LOS of B and A during the AM and PM peak hour, respectively. All individual movements operate acceptably with v/c ratios of 0.68 or better.

#### **Bloor Street & 1785 Bloor Street Driveway**

Under existing conditions, the driveway operates effectively at an overall LOS of A, with a maximum v/c ratio and delay of 0.37 and 18 seconds during the PM peak hour.

Under future 2027 total traffic conditions, it is expected to continue operating well at an overall LOS of A, with the maximum delay for southbound motorists increasing marginally to 19 seconds.

#### **Bloor Street & 1750 Bloor Street Driveway / 1759 Bloor Street Driveway**

Under existing conditions, the driveway operates effectively at an overall LOS of A, with a maximum v/c ratio and delay of 0.28 and 22 seconds during the PM peak hour.

Under future conditions, the intersection has been signalized, utilizing the signal timings at Bridgewood Drive as the basis for the timings. The intersection is expected to continue operating well, with an overall LOS of A. All individual movements are expected to operate with reserve capacity.

**Bloor Street & Fieldgate Drive**

Under existing conditions, this intersection operates well at an overall LOS of B during the AM and PM peak hours, with a maximum v/c ratio and delay of 0.74 and 47 seconds during the AM peak hour.

Under future 2027 total traffic conditions, it is expected to continue operating well at an overall LOS of B during the AM and PM peak hour. All individual movements operate acceptably with v/c ratios of 0.74 or better.



Table 7 - Capacity Analysis Results



| Intersection  | Existing Traffic Conditions       |       |     |                 |       |     | Background Traffic Conditions |       |     |                 |       |     | Total Traffic Conditions |       |     |                 |       |      |      |    |
|---|-----------------------------------|-------|-----|-----------------|-------|-----|-------------------------------|-------|-----|-----------------|-------|-----|--------------------------|-------|-----|-----------------|-------|------|------|----|
|   | Weekday AM Peak                   |       |     | Weekday PM Peak |       |     | 2027 Weekday AM               |       |     | 2027 Weekday PM |       |     | 2027 Weekday AM          |       |     | 2027 Weekday PM |       |      |      |    |
|   | V/C                               | Delay | LOS | V/C             | Delay | LOS | V/C                           | Delay | LOS | V/C             | Delay | LOS | V/C                      | Delay | LOS | V/C             | Delay | LOS  |      |    |
| <b>Bloor Street &amp; Bridgewood Drive</b>                                      | Eastbound Through / Left / Right  | 0.38  | 9   | A               | 0.39  | 6   | A                             | 0.50  | 13  | B               | 0.49  | 9   | A                        | 0.51  | 13  | B               | 0.51  | 9    | A    |    |
|   | Westbound Through / Left / Right  | 0.38  | 6   | A               | 0.30  | 4   | A                             | 0.45  | 8   | A               | 0.37  | 6   | A                        | 0.46  | 8   | A               | 0.38  | 6    | A    |    |
|   | Northbound Through / Left / Right | 0.22  | 5   | A               | 0.40  | 5   | A                             | 0.28  | 7   | A               | 0.51  | 7   | A                        | 0.28  | 7   | A               | 0.53  | 7    | A    |    |
|   | Southbound Through / Left / Right | 0.30  | 32  | C               | 0.16  | 33  | C                             | 0.68  | 37  | D               | 0.41  | 33  | C                        | 0.68  | 37  | D               | 0.41  | 33   | C    |    |
|   | Southbound Through / Left / Right | 0.37  | 32  | C               | 0.29  | 34  | C                             | 0.34  | 29  | C               | 0.31  | 32  | C                        | 0.34  | 29  | C               | 0.31  | 32   | C    |    |
| <b>Bloor Street &amp; 1785 Bloor Street Driveway</b>                            | Eastbound Through                 | 0     | A   | 0               | A     | A   | 0                             | A     | 0   | A               | 0     | A   | A                        | 1     | A   | A               | 1     | A    | A    |    |
|   | Eastbound Through / Left          | 0     | A   | 0               | A     | A   | 0                             | A     | 0   | A               | 0     | A   | A                        | 0     | A   | A               | 0     | A    | A    |    |
|   | Westbound Through                 | 0     | A   | 0               | A     | A   | 0                             | A     | 0   | A               | 0     | A   | A                        | 0     | A   | A               | 0     | A    | A    |    |
|   | Westbound Through / Right         | 0     | A   | 0               | A     | A   | 0                             | A     | 0   | A               | 0     | A   | A                        | 0     | A   | A               | 0     | A    | A    |    |
|   | Southbound Left / Right           | 13    | B   | 18              | C     | 18  | C                             | 14    | B   | 19              | C     | 19  | C                        | 17    | C   | 15              | C     | 15   | C    |    |
| <b>1750 Bloor Street Driveway/1759 Bloor Street Driveway &amp; Bloor Street</b> | Eastbound Through / Left / Right  | 0     | A   | 0               | A     | A   | 0.35                          | 6     | A   | 0.37            | 4     | A   | 0.37                     | 4     | A   | 0.35            | 6     | 0.37 | 4    | A  |
|   | Westbound Through / Left / Right  | 0     | A   | 0               | A     | A   | 0.37                          | 4     | A   | 0.38            | 4     | A   | 0.38                     | 4     | A   | 0.37            | 4     | 0.39 | 4    | B  |
|   | Northbound Through / Left / Right | 2.1   | C   | 22              | C     | 22  | C                             | 34    | C   | 0.02            | 37    | D   | 0.02                     | 37    | D   | 0.22            | 34    | 0.02 | 37   | D  |
|   | Southbound Through / Left / Right | 0     | A   | 0               | A     | A   | 0.02                          | 33    | C   | 0.01            | 37    | D   | 0.01                     | 37    | D   | 0.02            | 33    | 0.01 | 37   | D  |
|   | Southbound Through / Right        | 0.41  | 18  | B               | 0.43  | 15  | B                             | 0.44  | 18  | B               | 0.46  | 15  | B                        | 0.46  | 18  | B               | 0.46  | 18   | 0.47 | 14 |
| <b>Bloor Street &amp; Fieldgate Drive</b>                                       | Eastbound Left                    | 0.28  | 7   | A               | 0.22  | 5   | A                             | 0.31  | 7   | A               | 0.24  | 5   | A                        | 0.33  | 7   | A               | 0.25  | 5    | A    |    |
|   | Eastbound Through / Right         | 0.28  | 8   | A               | 0.28  | 6   | A                             | 0.30  | 8   | A               | 0.33  | 6   | A                        | 0.31  | 8   | A               | 0.34  | 6    | A    |    |
|   | Westbound Left                    | 0.09  | 11  | B               | 0.15  | 8   | A                             | 0.10  | 11  | B               | 0.18  | 9   | A                        | 0.10  | 11  | B               | 0.18  | 9    | A    |    |
|   | Westbound Through / Right         | 0.27  | 12  | B               | 0.38  | 9   | A                             | 0.34  | 13  | B               | 0.41  | 10  | B                        | 0.36  | 13  | B               | 0.42  | 10   | B    |    |
|   | Northbound Left                   | 0.33  | 34  | C               | 0.40  | 39  | D                             | 0.36  | 34  | C               | 0.39  | 39  | D                        | 0.36  | 34  | C               | 0.39  | 39   | D    |    |
| Northbound Through / Right  | 0.16                              | 32    | C   | 0.15            | 36    | D   | 0.16                          | 32    | C   | 0.15            | 36    | D   | 0.16                     | 32    | C   | 0.16            | 32    | 0.15 | 36   | D  |
|   | 0.74                              | 47    | D   | 0.67            | 47    | D   | 0.74                          | 47    | D   | 0.67            | 47    | D   | 0.67                     | 47    | D   | 0.74            | 47    | 0.67 | 47   | D  |
|   | 0.23                              | 32    | C   | 0.28            | 37    | D   | 0.24                          | 32    | C   | 0.28            | 37    | D   | 0.24                     | 32    | C   | 0.24            | 32    | 0.28 | 37   | D  |

## 8.2 Vehicle Queuing Analysis

A vehicle queuing analysis was performed for the study area intersections and driveways using SimTraffic analysis software, under the critical future 2027 total traffic conditions. A 30-minute seeding interval and 60-minute recording period was used, and the simulation was run 3 times.

The SimTraffic output sheets are provided in Appendix C, and the 95<sup>th</sup> percentile queue results are shown in Table 8.

Table 8 – Vehicle Queuing Analysis Results, Future 2027 Total Traffic Conditions

| Intersection<br>Movement                             | 95 <sup>th</sup> Percentile Vehicle Queues |                         |
|--|--|-------------------------|
|  | Weekday AM Peak<br>Hour                    | Weekday PM Peak<br>Hour |
| <b>Bloor Street &amp; Bridgewood Drive</b>           |  |                         |
| Eastbound Left / Through                             | 54   | 45                      |
| Eastbound Through / Right                            | 58   | 56                      |
| Westbound Left / Through                             | 37   | 55                      |
| Westbound Through / Right                            | 30   | 57                      |
| Northbound Left / Through / Right                    | 51   | 33                      |
| Southbound Left / Through / Right                    | 30   | 26                      |
| <b>Bloor Street &amp; 1785 Bloor Street Driveway</b> |  |                         |
| Southbound Left / Right                              | <b>10</b>                                  | <b>13</b>               |
| <b>Bloor Street &amp; 1750 Bloor Street Driveway</b> |  |                         |
| Eastbound Left / Through                             | 45   | 49                      |
| Eastbound Through / Right                            | 47   | 56                      |
| Westbound Left / Through                             | <b>42</b>                                  | <b>85</b>               |
| Westbound Through / Right                            | <b>50</b>                                  | <b>87</b>               |
| <b>Bloor Street &amp; Fieldgate</b>                  |  |                         |
| Eastbound Left                                       | 28   | 31                      |
| Eastbound Through                                    | 47   | 53                      |
| Eastbound Through / Right                            | 48   | 59                      |
| Westbound Left                                       | 16   | 21                      |
| Westbound Through                                    | 60   | 76                      |
| Westbound Through / Right                            | 61   | 78                      |
| Northbound Left                                      | 22   | 25                      |
| Northbound Through / Right                           | 23   | 18                      |
| Southbound Left                                      | 46   | 37                      |
| Southbound Through / Right                           | 56   | 40                      |

Based on the above queuing analysis, the 95<sup>th</sup> percentile vehicles queues for the signalized study area intersections are expected to be acceptable during the weekday AM and PM peak hours, under future 2027 total traffic conditions.

Once the signal control at 1750 Bloor Street is implemented, westbound vehicle queues may extend up to approximately 87m, or approximately 12 vehicle lengths. These vehicle queues may occasionally extend past the proposed site access location, however, coordination with the City was completed to determine the most appropriate location for the new access. Based on the capacity analysis of these driveways, the

control delay is minor and any vehicle queues would only affect drivers exiting the site for a brief period of time.

## 9. PEDESTRIAN CROSSING REVIEW

Trans-Plan’s site visit on Thursday, November 25<sup>th</sup>, 2021, also included observations of the existing PXO along Bloor Street, approximately 40m west of the site driveway, to determine its impact on the driveway access during the peak hours, based on the total number of pedestrian calls made, and the average number of vehicles queued as a result. Table 9 below summarizes the information collected from the observations, with detailed results provided in Appendix D.

Table 9 – Survey Results of Existing PXO along Bloor Street

| Location:   | AM Peak Hour      | PM Peak Hour      |
|---|-------------------|-------------------|
| Signalized PXO, 30m west of 1785 Bloor Street Driveway  |                   |                   |
| Duration of PXO All-Red Time (Seconds)  | 30                |                   |
| Number of Calls made per hour   | 13                | 14                |
| Average Number of Vehicles Queued per hour  | 5                 | 9                 |
| Observed Maximum Number of Vehicles Queued  | 12                | 14                |
| Approximate Vehicle Queue Length<br>= 5.6 (TAC Standard Vehicle Design Length) x Observed<br>Max. Number of Vehicles Queued | 5.6 x 12 =<br>67m | 5.6 x 14 =<br>78m |

As noted above, observations confirmed a maximum queue of 12 and 14 vehicles at the PXO during the AM and PM peak hours, respectively. Based on this information, an approximate length of those maximum vehicle queues was determined using the TAC standard vehicle design length of 5.6-meters.

Although in some instances the westbound vehicle queue extended to and/or past the 1750 Bloor Street driveway, the total time vehicles spent queued at the PXO was never greater than 45 seconds, as the PXO signal displays all-red to east and westbound traffic for a total of 30 seconds, after which through traffic can proceed. Observations also confirmed the larger vehicle queues were typically westbound platoons of vehicles approaching the PXO at the tail-end of the pedestrian phase, and as a result were stopped for an even shorter period. In any case, vehicles entering or exiting the 1785 Bloor Street driveway were not observed to be queued extensively while waiting for the westbound vehicle queue to clear from the PXO.

### 9.1 Summary of Findings

As previously noted, the capacity analysis indicates that the study area intersections can accommodate the additional traffic generated by the site and are expected to continue operating acceptably in horizon year 2027. Given the similar v/c ratios and control delays between the analysis of future background and total traffic conditions, all intersection movements are expected to continue operating similarly to existing conditions, with minor increases in delays anticipated. In this case, the additional site traffic is not

expected to have a significant impact on the roadway, in the form of queueing through the adjacent driveway accesses, or the PXO (which is to be removed for a full signal control intersection in the future).

## 10. PARKING STUDY

### 10.1 Existing Parking Requirements

A parking study was conducted to determine the parking demands of the existing residential development and to compare the demand with the parking supply and City of Mississauga Zoning By-law requirements for parking. The existing site parking requirements, based on the City Zoning By-law 0225-2007, Precinct 4 (see Appendix E), are summarized in Table 10.

Table 10 – Existing Site Parking Requirements, City of Mississauga By-law 0225-2007

| Land Use    | Size (units) | Minimum Requirements |        | Existing Supply |
|-------------|--------------|----------------------|--------|-----------------|
|             |              | Rate                 | Spaces |                 |
| Residential | 76           | 1.00 spaces per unit | 76     | 88              |
| Visitor     |              | 0.20 spaces per unit | 15     | 11              |
| Total       | 76           |                      | 91     | 99              |

Source: City of Mississauga Zoning By-law 0225-2007

The City's Zoning By-law parking requirement for the proposed uses is 91 spaces, whereas 99 spaces are provided on-site, resulting in a surplus of 8 parking spaces. It should be noted there are 3 existing parking spaces designated for service vehicles, which were not included in the total count of residential spaces as they are not intended for residents or visitors to the building.

### 10.2 Proposed Parking Supply for New Development

Auto parking is provided at-grade, and an underground parking garage with 2 parking levels, broken down as follows:

- At-Grade (Visitor Parking Only): 8 spaces
- P1 and P2 Levels: 23 visitor parking on P1 level and 255 resident spaces

The total parking supply is 286 parking spaces. 12 tandem parking spaces are also provided for residents on the underground parking levels, but are not included in the parking supply count towards the requirements.

### 10.3 Auto Parking Requirements for New Development

Per the parking requirements in the City's By-law, the site is required to provide a total of 372 spaces, as calculated in Table 11.

Table 11 – Parking Requirements for New Development, City of Mississauga By-law 0225-2007

| Land Use    | Size (units) | Minimum Requirements |        | Proposed Supply |
|-------------|--------------|----------------------|--------|-----------------|
|             |              | Rate                 | Spaces |                 |
| Residential | 310          | 1.00 spaces per unit | 310    | 255             |
| Visitor     |              | 0.20 spaces per unit | 62     | 31              |
| Total       | 310          |                      | 372    | 286             |

Source: City of Mississauga Zoning By-law 0225-2007

Compared to the 372 space requirement, the proposed parking supply of 286 parking spaces results in a shortfall of 86 parking spaces, a deficit of 24 percent.

#### 10.4 Parking Utilization Survey

To better understand parking needs for the site, a parking utilization survey was conducted by Trans-Plan to determine the demand of the existing residential building.

The existing 76 unit apartment building provides 11 visitor parking spaces (~0.15 visitor spaces / unit), and 88 resident parking spaces (~1.15 resident spaces / unit).

The parking methodology was discussed with City staff, and the surveys were conducted for six days in two consecutive weeks. A surveyor was on-site to conduct spot counts every 30-minutes to record the residential and visitor parking demand. The following survey dates were conducted:

- Friday September 8 and September 15, 2023 – 6:00pm – 1:00am
- Saturday September 9 and September 16, 2023 – 2:00pm – 1:00am
- Sunday September 10 and September 17, 2023 – 2:00pm – 1:00am

The detailed parking survey results are provided in Appendix D and a summary of parking demand results for the apartment building on the weekday surveyed is shown in Table 12.

Table 12 – Parking Utilization Survey Results, Peak Demands

| 1785 Bloor Street (76 units) | Resident Parking                    | Visitor Parking                                   |
|------------------------------|-------------------------------------|---|
| Peak Time                    | Sunday September 10, 2023 – 12:00am | Saturday September 9 and 16, 2023 – Various times |
| Peak Parking Demand (spaces) | 70                                  | 4   |
| Parking Utilization          | 0.92                                | 0.05  |

The peak parking demand of the existing mixed-use building was 70 spaces for residents, and 4 spaces for visitors. The peak rate was 0.92 spaces per unit. The parking rates generated from the existing development were utilized to generate estimated parking demand for the future development based on the new total number of dwelling units.

### 10.5 Expected Peak Parking Demand

To depict the peak parking demand of the future development more accurately, with the addition of the new residential building, parking rates and projected demand generated based on City By-law requirements were compared those generated by the surveyed peak parking rates.

Table 13 – Comparison of Projected Parking Demand

| 1785 Bloor Street<br>Parking Statistics | Zoning By-law Parking Requirement |                    | Observed Parking Survey Rates |                    |
|---|-----------------------------------|--------------------|-------------------------------|--------------------|
|   | Resident                          | Visitor            | Resident                      | Visitor            |
| Rate                                    | 1.00 spaces / unit                | 0.20 spaces / unit | 0.92 spaces / unit            | 0.05 spaces / unit |
| Demand                                  | 310 spaces                        | 62 spaces          | 285 spaces                    | 16 spaces          |

As noted above, the City parking requirements generate a parking rate of 1.20 for the proposed residential development, while the observed survey rates resulted in an overall rate of 0.97 spaces per unit, or approximately 301 parking spaces for the subject site.

### 10.6 Parking Supply Allocation

The proposed development is currently proposing a parking supply of 286 parking spaces, for an overall rate of 0.92 spaces per unit, which is 0.05 spaces per unit less than the surveyed parking rates. Based on the findings, the recommended parking supply allocation is shown in Table 14.

Table 14 – Parking Allocation

| 310 units           | Resident Parking   | Visitor Parking    | Total              | Tandem Spaces      |
|---------------------|--------------------|--------------------|--------------------|--------------------|
| <b>Supply</b>       | 255                | 31                 | 286                | 12                 |
| <b>Parking Rate</b> | 0.82 spaces / unit | 0.10 spaces / unit | 0.92 spaces / unit | 0.04 spaces / unit |

As the observed visitor parking demand of 0.05 spaces per unit is 25 percent of the By-law requirement of 0.20 spaces per unit, we would recommend an increase to 0.10 spaces per unit for visitors. Although it is still below the By-law requirement, the parking demand surveys demonstrated a fairly low number of visitors at the subject site, with the new addition expected to operate similarly.

This results in a remaining rate of 0.82 spaces per unit for residential units, resulting in a residential parking supply of 255 parking spaces, compared to the expected residential parking demand of 285 parking spaces. Although each residential unit would not have a vehicle parking space, the residential units would be catered to those who do not own a personal vehicle. In addition, 12 tandem spaces are provided for residents for an additional 0.04 resident spaces / unit. Although not included in the parking supply count for requirements, the additional spaces would allow residents who require additional spaces to utilize the tandem spaces.

Electric vehicle (EV) parking is also to be provided as per the City By-law 0225-2007. 20 percent of the residential parking, and 10 percent of the visitor parking proposed are to be EV ready parking spaces. Based on the proposed parking supply, 51 of the 255 resident parking spaces, and 3 of the 31 visitor parking spaces are proposed to be EV ready.

### 10.7 Transit Use

To further support the reduced residential and visitor parking supply, in comparison to Zoning By-law 0225-2007, a review of transit use was completed for the study area.

The subject site is located in Ward 3 of the City of Mississauga. Using 2006, 2011 and 2016 Transportation Tomorrow Survey (TTS) data, the transit modal split within the ward was analyzed.

Table 15 – Transit Split Comparison

| Area   | Transit Modal Split |               |               |
|--------|---------------------|---------------|---------------|
|        | 2006 TTS Data       | 2011 TTS Data | 2016 TTS Data |
| Ward 3 | 11%                 | 16%           | 15%           |

Based on the TTS data, transit use has been increasing over the years in the study area. With a reduction of the observed peak resident parking demand of 285 spaces compared to the proposed resident parking supply of 255 parking spaces, the difference is 11% which can be resolved due to the transit use and 12 provided tandem parking spaces.

## 11. ON-SITE CIRCULATION STUDY

An on-site circulation study was conducted using AutoTurn vehicle turning template software to demonstrate that design vehicles can safely and efficiently access the site and their designated areas.

- Figure 9 demonstrates a 10m waste collection vehicle utilizing the proposed waste collection area without conflict. The vehicle forwards into the waste collection area, depicting a front-loaded waste collection vehicle, and reverses out of the waste collection area to exit the site along the 6m drive aisle.
- Figure 10 demonstrates a loading vehicle entering the site and utilizing the proposed loading area, represented by a TAC heavy single-unit (HSU) vehicle, performing similar maneuvers as the waste collection vehicle. Figure 11 demonstrates the loading vehicle reversing out of the loading area, and forwards out to exit the site.
- Figure 12 demonstrates two 5.2m passenger vehicles simultaneously using the ramp on the ground floor; one entering the ramp and one exiting the ramp.
- Figure 13 demonstrates a 5.2m passenger vehicle entering the site, dropping off passengers in front of the building and circulating the front of the building to exit the site.
- Figure 14 demonstrates a 5.2m passenger vehicle parking and exiting a critical parking spot in front of the building.
- Figure 15 demonstrates two 5.2m passenger vehicles simultaneously using the ramp on the first underground parking level; one entering the ramp and one exiting the ramp.

- Figure 16 demonstrates a 5.2m entering and exiting a critical parking space on the first underground level parking.
- Figure 17 demonstrates two 5.2m passenger vehicles simultaneously using the ramp on the second underground parking level; one entering the ramp and one exiting the ramp.

The underground parking levels provide 7m drive aisles, with all end parking spaces provided sufficient space to enter and exit the parking spaces without conflict with adjacent spaces or columns.

The vehicle turning templates show that the proposed driveways and internal drive aisles can accommodate the design vehicles and that site circulation is acceptable.

## **12. TRANSPORTATION DEMAND MANAGEMENT PLAN**

A Transportation Demand Management (TDM) Plan is provided as part of this report in an effort to reduce traffic congestion and minimize parking demands by providing the public with a greater choice of opportunities to choose travel modes other than single-occupant vehicles. Our proposed TDM plan for the site is outlined as follows:

### Pedestrian Connectivity

There is existing sidewalk infrastructure along all study area roadways, including Bloor Street which is approximately 15-20 meters south of the main entrance to the existing building, however there is currently not a walkway connection from the building to the sidewalk.

As previously noted in Section 5.3, the Bloor Street Integrated Road Project proposes widening of the roadway, however as per the plans provided by the City, the sidewalk network and boulevard are to be maintained.

The site plan (see Figure 2) also illustrates proposed concrete sidewalks within the site, connecting the main entrances of both buildings to the sidewalk network along Bloor Street.

### Cycling

The existing sidewalk network along Bloor Street connects to Fieldgate Drive, which provides a signed bike route providing connectivity to multi-use trails along other major roadways such as Dixie Road, and Burnhamthorpe Road East.

Based on the design plans for the Bloor Street Integrated Road Project, one-way cycling tracks are to be provided on both the north and south sides of Bloor Street, which will provide more exclusive connectivity to other cycling facilities located in the area.

The addition of cycling lanes along Bloor Street will provide incentive to both residents and visitors to choose cycling over driving.

186 long-term bicycle parking spaces, provided at 0.6 spaces / unit, are provided for resident use.

52 short-term bicycle parking spaces, provided at 0.05 spaces / unit, are also provided at-grade for visitor use.



## Transit

As discussed in Section 4.2, the subject site is serviced by MiWay's Route 3 and Route 307, with bus stops located along Bloor Street approximately 40m west of the subject site. The route provides connections to other major roadways such as Dixie Road (westbound), or towards Kipling Avenue (eastbound), where other major MiWay routes can be accessed, providing connectivity to the extensive transit network available. It is noted that Route 307 is for students and runs once in the AM and once in the PM.

The Bloor Street Integrated Road Project currently does not indicate any transit improvements along the section of the corridor analyzed in this report. Furthermore, the Corporate Report for the Cross-Boundary Transit Service Integration Pilot Project, issued by the City of Mississauga on May 25<sup>th</sup>, 2021, was obtained and reviewed for relevant comments. This report identified opportunities for MiWay and TTC cross-boundary services, which included Bloor Street just west of the study area analyzed in this report. However, it was noted that Route 3 is expected to maintain its existing service levels through this pilot project.

Although there are currently no identified transit improvements for the section of Bloor Street analyzed in this report, the existing service is expected to generate some ridership due to the proximity of the bus stops to the subject site.

## Carpooling / Ridesharing

To help reduce travel by single-occupant automobiles, residents are encouraged to carpool where possible. Designated carpool parking is typically provided at non-residential developments only; however, residents are encouraged to join programs such as the Smart Commute Program, which helps drivers find suitable carpool options while also encouraging users to use alternative modes of transportation. Smart Commute is one of a network of local transportation management associations across the GTA-Hamilton delivering TDM programs and services.

Ridesharing is a growing trend within the GTA, allowing people without a vehicle to share a vehicle with others to their specified location. Uber was one of the first to start the ridesharing movement within the GTA. The ease of use with the smartphone application (app) is popular with young professionals and students who may look for other options than owning a personal vehicle for travel.

## Communication Strategy

To inform residents and visitors of the alternative modes of travel available within the area, information packages should be provided and available at the reception area. The information packages could include the following:

- City of Mississauga Cycling Map
- Miway Transit Map and Route Schedules

This information package will assist those in planning their trips with the growing transit and cycling infrastructure within the study area.

## TDM Monitoring Surveys

To assess the TDM measures proposed, it is recommended that the Owner undertake TDM Monitoring Initial Surveys with residents and report back to City staff within two months of reaching 50 percent

occupancy. Two years after the Initial Surveys, the Owner is to undertake TDM Monitoring Follow-Up Surveys and report back to City staff within two months. The survey would include questions regarding the mode of transportation used by residents to determine whether these measures are suitable in supporting the reduced parking supply in comparison to the Zoning By-law.

### **13. SUMMARY AND CONCLUSIONS**

#### **13.1 Summary**

The key findings from the Traffic Impact and Parking Study 2<sup>nd</sup> OPA/ZBA submission, prepared for the proposed infill redevelopment at 1785 Bloor Street, Mississauga, ON, are summarized as follows:

##### **Traffic Impact Study**

- The existing residential development at the subject site consists of a 10-storey apartment building with 76 dwelling units.
- Based on TMC counts conducted at the subject site driveway, the existing residential development generates approximately 29 and 38 two-way trips during the AM and PM peak hours, respectively.
- The new apartment building proposed on-site consists of a 14-storey apartment building including 234 dwelling units. A total of 310 residential units, and 286 parking spaces are proposed.
- Based on ITE's Trip Generation manual, the additional apartment building is expected to generate approximately 78 and 88 new two-way trips during the weekday AM and PM peak hours, respectively.
- The capacity analysis indicates that the site driveway, adjacent site driveways, and intersections along Bloor Street at Fieldgate Drive and Bridgewood Drive are expected to operate acceptably in horizon year 2027. No road improvements or signal timing adjustments are required to accommodate the traffic generated by the development.
- The vehicle queuing analysis indicates that the queue lengths at the site driveway, adjacent site driveways, and intersections along Bloor Street are expected to be acceptable in horizon year 2027.
- Observations of the existing Signalized Pedestrian Crossing (PXO) were conducted to confirm its impact on the site driveway, in the form of vehicle queuing while the pedestrian phase is active. Vehicle queues were noted to not exceed more than 14 vehicles during the PM peak hour. Additionally, the duration of queues was marginal, given the pedestrian phase only lasts 30 seconds.
- Considering the results from the capacity and queueing analysis of existing, future background and total traffic conditions at the site driveways were similar, it can be concluded that operations at the site driveway will likely remain the same. In conclusion, the PXO is not expected to create extensive delays for motorists entering or exiting the site driveway, or adjacent site driveways.
- Due to the ongoing Bloor Street study, a signal control was applied to the driveway at 1750 Bloor Street under future conditions, which is expected to replace the PXO in the future. Our analysis indicates that the roadway is expected to operate acceptably under these conditions.

### **Parking Study**

- The existing development provides 88 parking spaces for residents, and 11 pay-to-park spaces for visitor use, for a total of 99 parking spaces.
- Proposed parking for the future development is to be provided via 286 parking spaces, at a proposed rate of 0.92 spaces / unit, through two levels of underground parking, 8 at-grade parking spaces, and 12 tandem spaces not included in the total parking supply count of 286 spaces.
- Based on the City of Mississauga By-law 0225-2007, the development is required to provide a total of 372 parking spaces for the 310 residential units at a rate of 1.20 spaces per unit
- To further understand parking demand at the site, a parking utilization survey was conducted for 6 days in September 2023. The following summarizes the results from this study:
  - Existing required parking rate based off City By-law = 1.20
  - Existing observed peak parking rate = 0.97 (0.92 residential and 0.05 visitors)
- The proposed development is currently proposing a parking supply of 286 parking spaces, for an overall rate of 0.92 spaces per unit, which is 0.05 spaces per unit less than the surveyed parking rates.
- The proposed visitor parking rate for the site is 0.10 spaces per unit. Although it is still below the By-law requirement, the parking demand surveys demonstrated a fairly low number of visitors at the subject site, with the new addition expected to operate similarly.
- The proposed parking rate of the residential units is 0.82 spaces per unit, resulting in a residential parking supply of 255 parking spaces, compared to the expected residential parking demand of 285 parking spaces. Although each residential unit would not have a vehicle parking space, the residential units would be catered to those who do not own a personal vehicle.
- 12 tandem spaces are also provided for residents for an additional 0.05 resident spaces / unit.

### **On-Site Circulation Study**

- An on-site circulation study was conducted using AutoTurn vehicle turning template software to demonstrate that all design vehicles can safely and efficiently access the site and their designated areas.
- Passenger vehicles can safely and efficiently access the underground ramps and park in critical spaces without conflict with adjacent spaces or columns.

### **Transportation Demand Management Plan**

- The main entrance of each building is to provide walkways connecting with Bloor Street, allowing for connectivity to the existing sidewalk infrastructure.
- Upon completion of the Bloor Street Integrated Road Project, one-way cycling tracks are to be provided on both the north and south sides of the corridor.
- The site is currently served by MiWay Transit's Route 3 (Bloor), and Route 307 (Philip Pocock-Bloor East), with transit stops located less than 50m west of the site. Existing transit connections near the site along Bloor Street are to be maintained, providing connectivity to the extensive MiWay transit network available throughout the city. 186 long-term bicycle parking spaces, and 52 short-term bicycle

parking spaces are proposed for the subject site to further encourage cycling by residents and visitors to the site.

- Information packages (containing MiWay and cycling route maps, etc.) should be provided to future residents either by mail, or via an information session organized by the Developer / Applicant in conjunction with City of Mississauga Staff. Monitoring surveys are also recommended to be conducted to determine the efficacy of the proposed TDM measures and the travel modes used by residents.

### **13.2 Conclusions**

To conclude, our traffic findings for horizon year 2027 indicate that the proposed development can be accommodated by the surrounding road network and no additional improvements are required.

Discussion with City staff was conducted to locate the subject site access further east along the property frontage, to provide the furthest distance possible from the proposed traffic signal that is to replace the PXO west of the subject site.

Parking surveys were completed at the existing apartment, resulting in a peak observed parking demand of 0.92 resident parking spaces per unit, and 0.05 visitor parking spaces per unit. The proposed parking supply allocation is 0.82 resident parking spaces per unit, and 0.10 visitor parking spaces per unit. Electronic vehicle parking spaces have also been provided as per the City By-law 0225-2007.

The parking supply reduction is justified through our TDM plan which includes cycling use, transit, ride share, communication strategy, and a TDM monitoring survey for residents. A review of transit use within the study area indicates an increase of transit use and 15 percent of transit mode of travel since 2016. Trans-Plan is of the opinion that the proposed parking supply is sufficient to support the proposed residential development due to the reduced need of owning a single-occupant vehicle due to the alternative modes provided on-site and within the study area.

Respectfully submitted,



Anil Seegobin, P.Eng.  
Partner, Engineer



Charles Chung  
Transportation E.I.T.

**Trans-Plan Transportation Inc.**  
Transportation Consultants



Figure 1 – Site Location

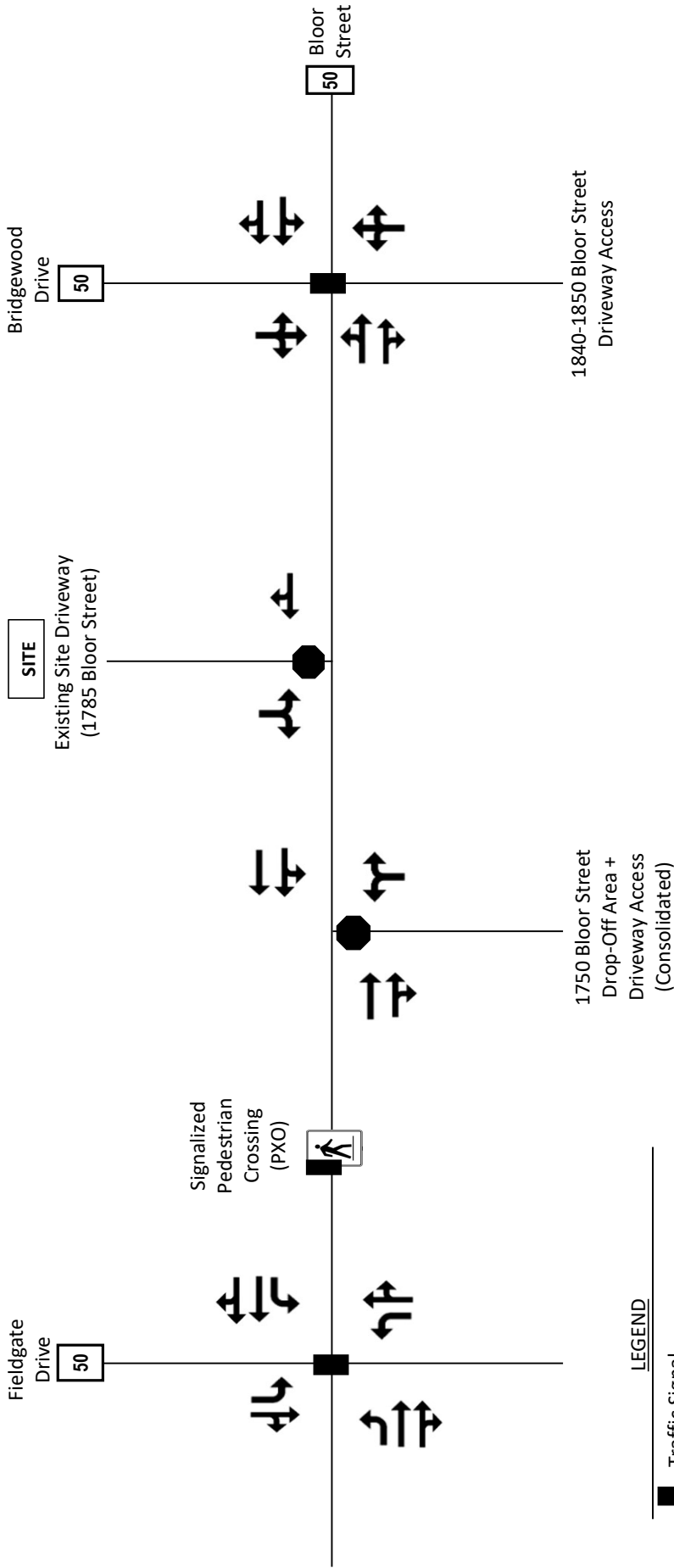


Source: Google Earth










**Figure 3: Existing Study Area Roadway Characteristics**

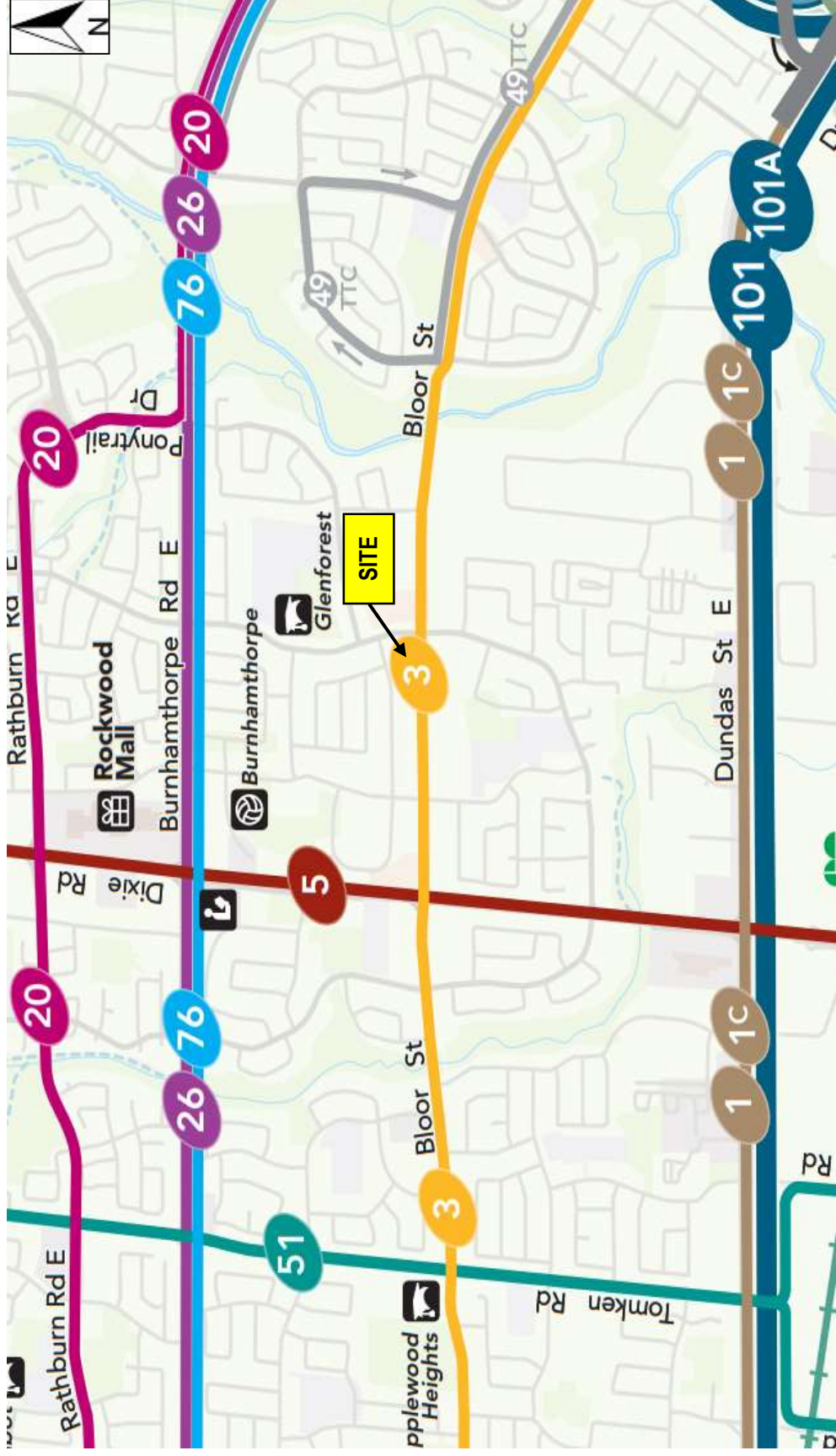


**LEGEND**

-  Traffic Signal
-  Stop Sign
-  Lane Configuration
-  Signalized Pedestrian Crossing (PXO)
-  Posted Speed Limit

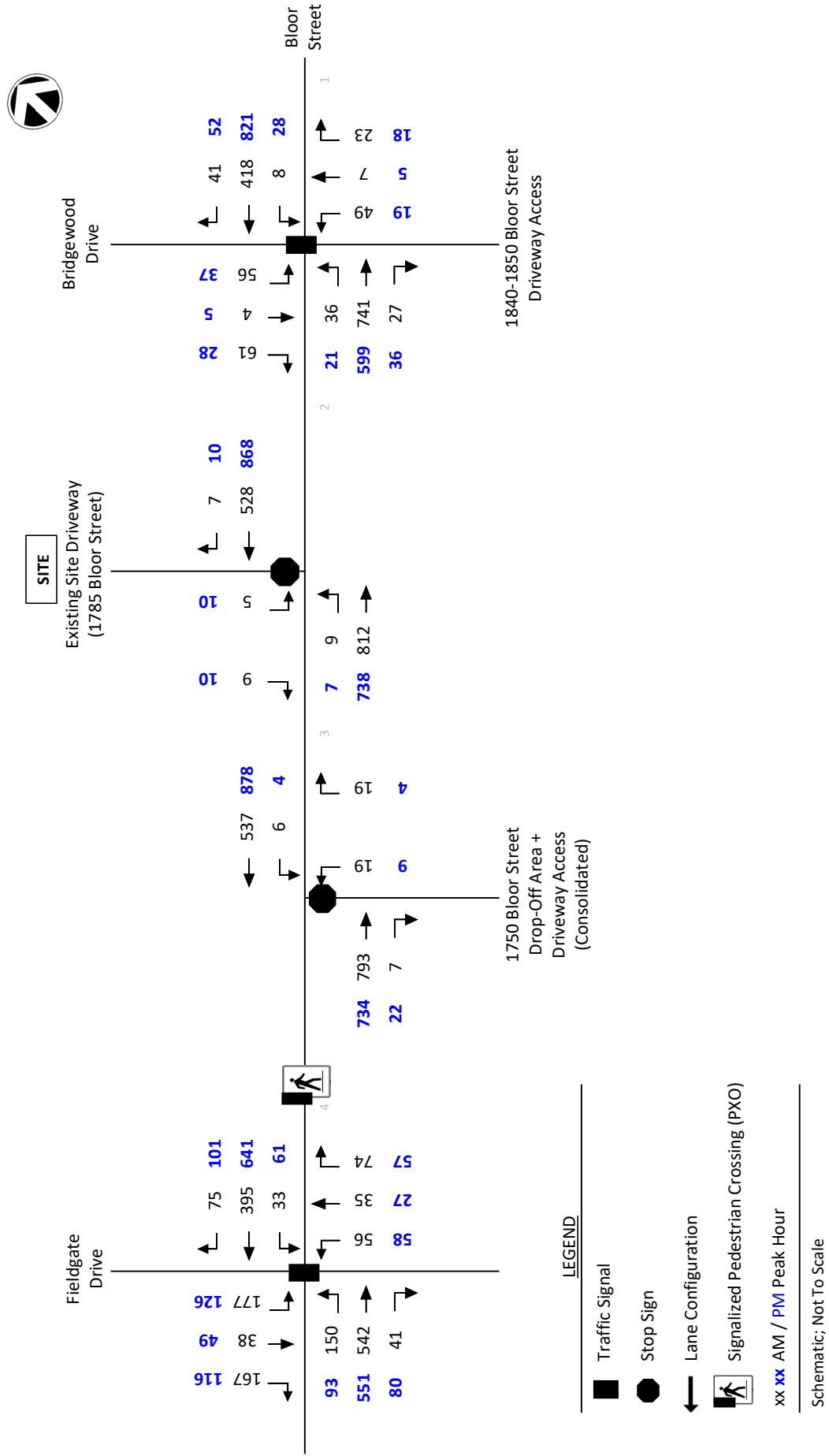
Schematic; Not To Scale

Figure 4: Transit Map

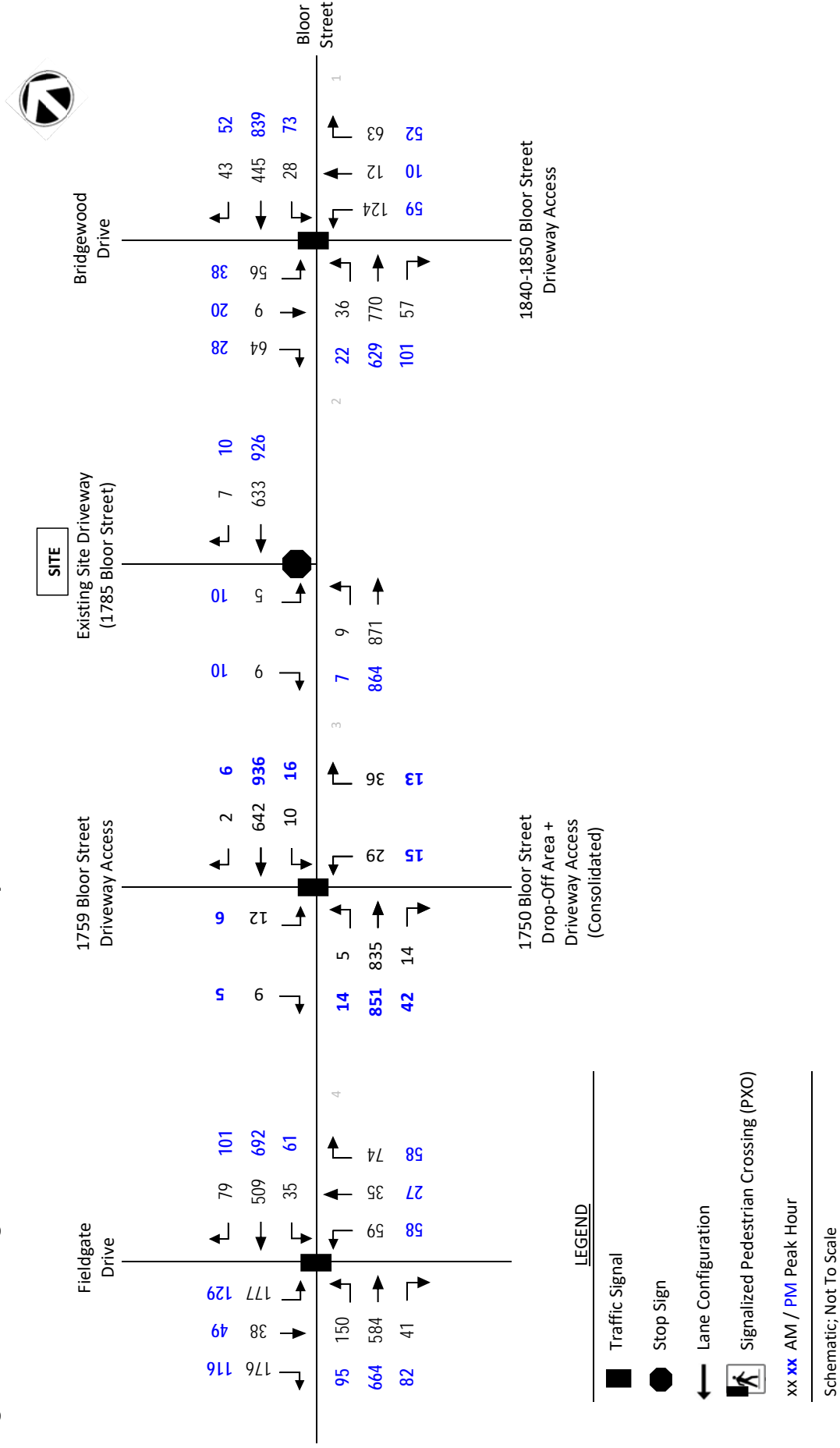




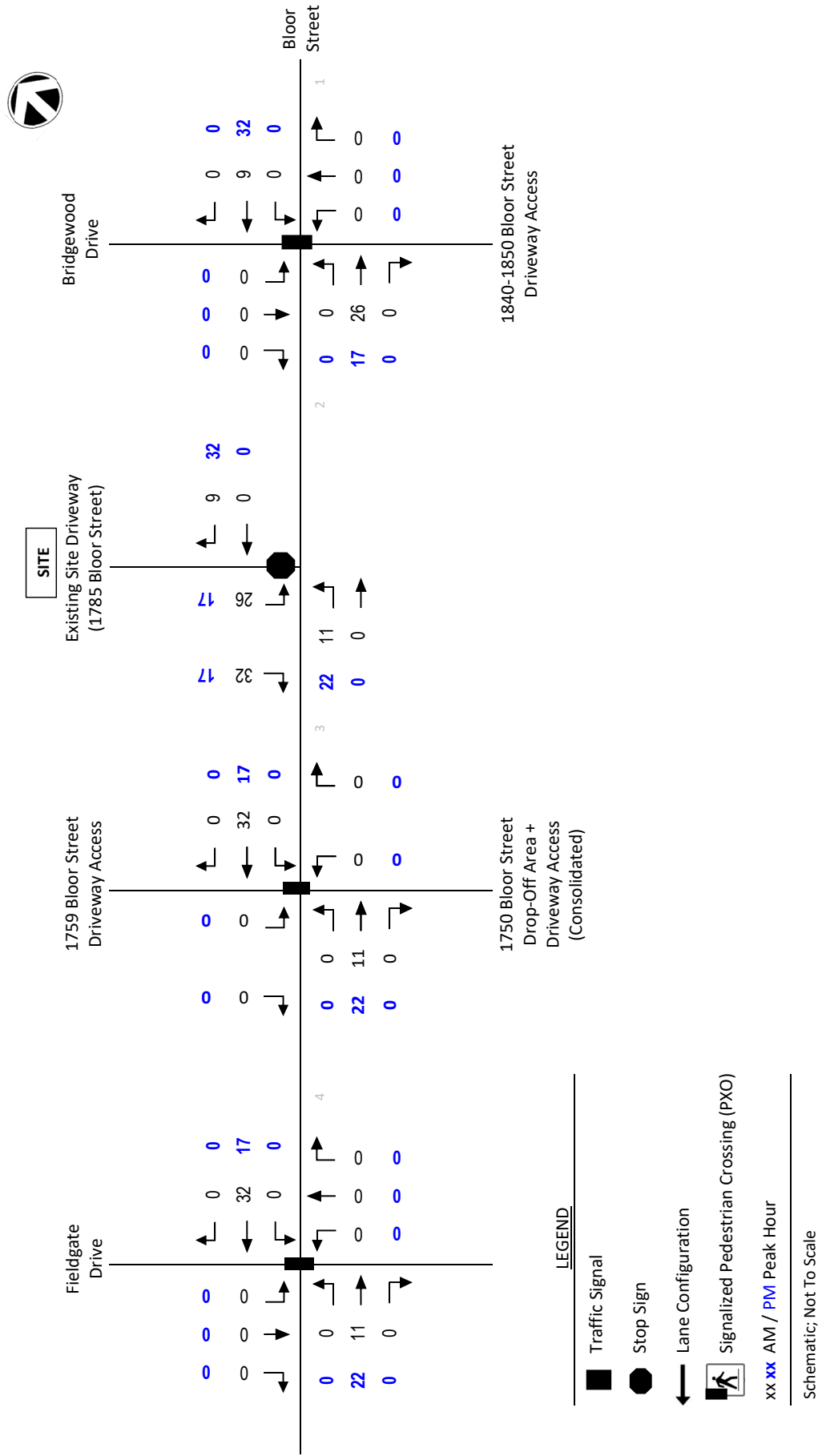
**Figure 5: Existing Traffic Volumes, Weekday AM and PM Peak Hours**



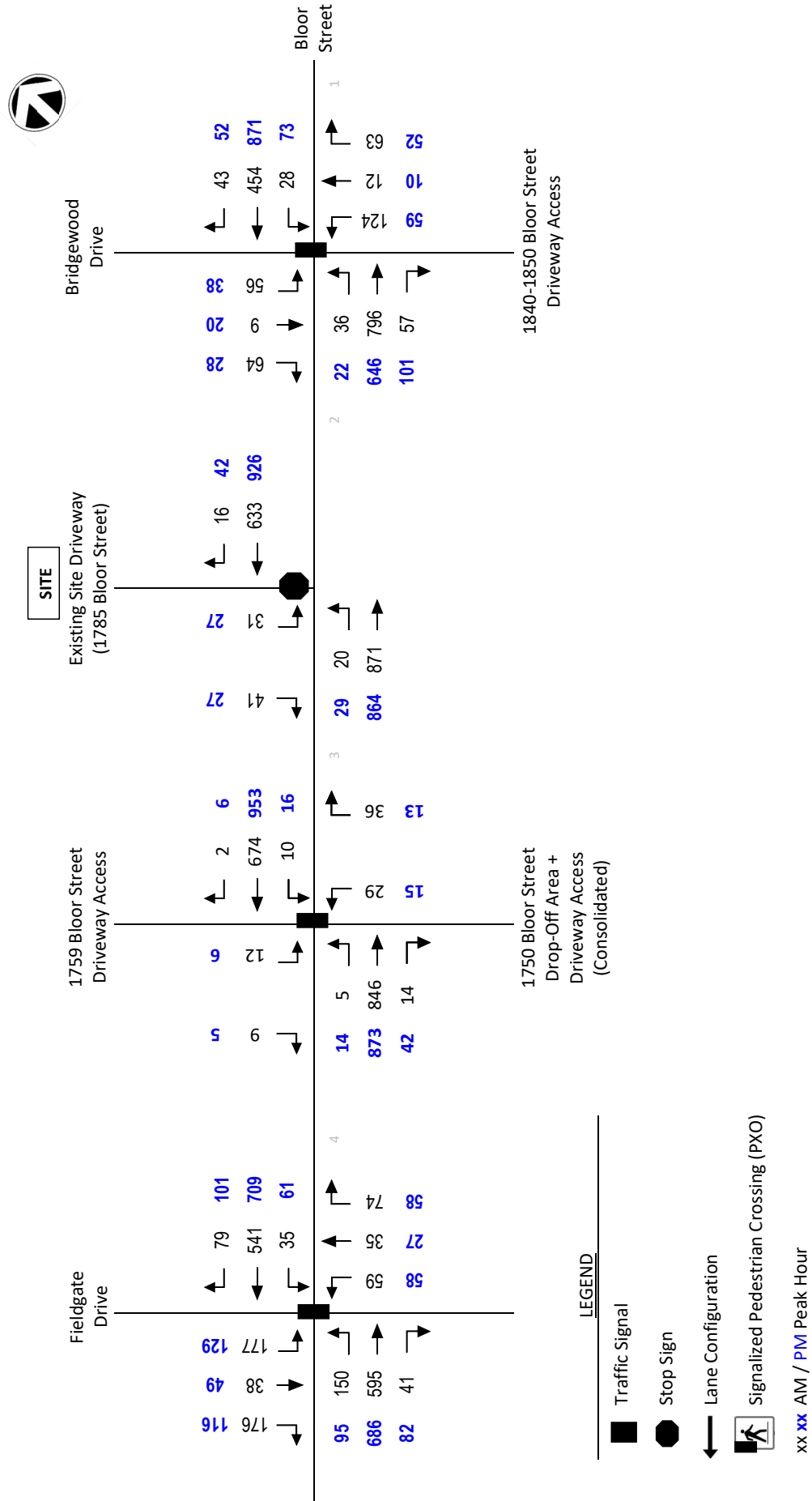
**Figure 6: 2027 Background Traffic Volumes, Weekday AM and PM Peak Hours**







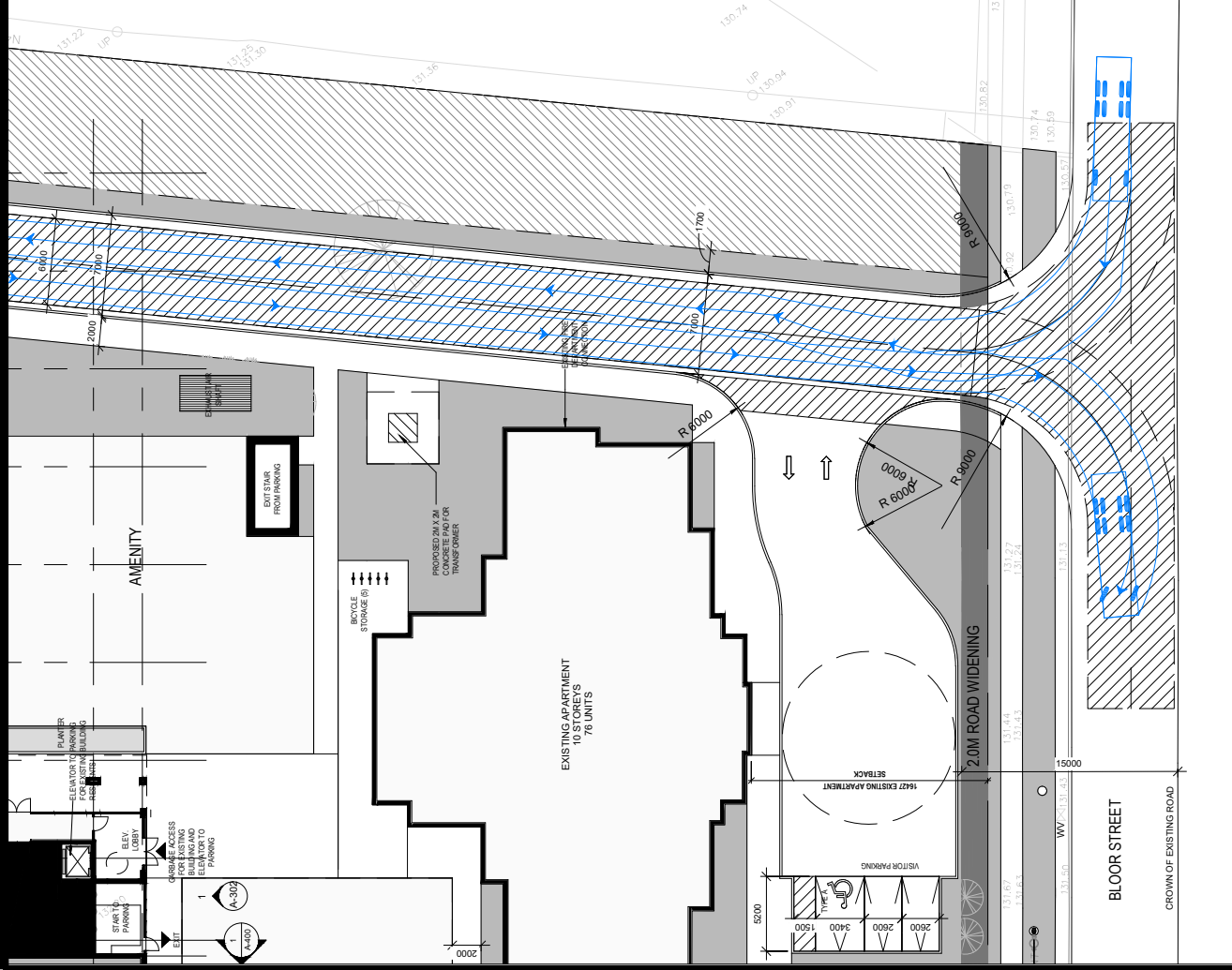
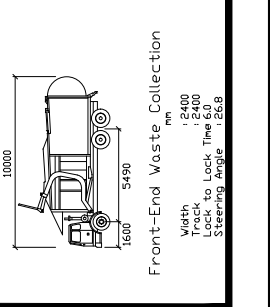
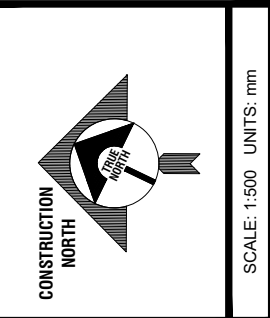
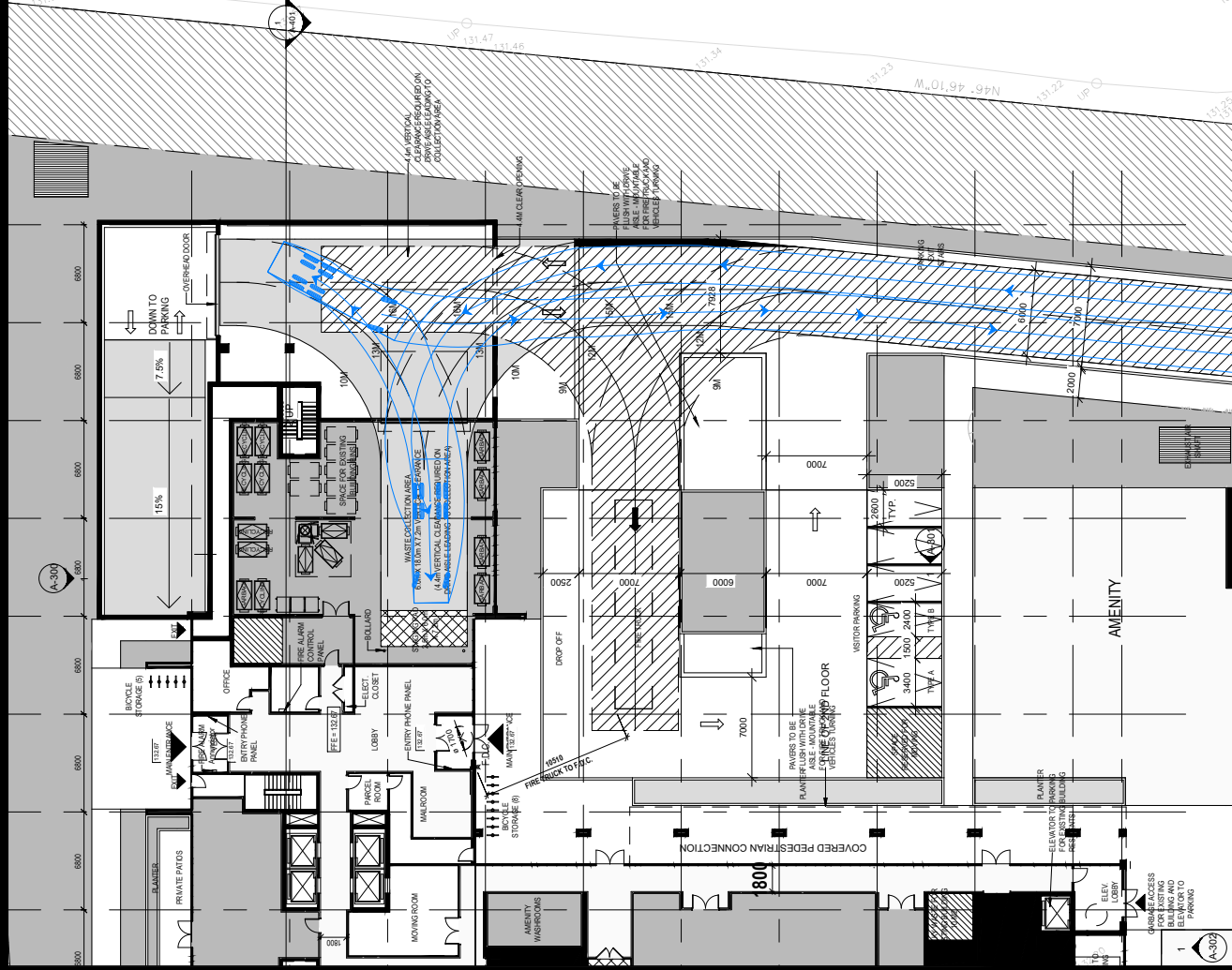
**Figure 7: Site Traffic Assignment, Weekday AM and PM Peak Hours**



**Figure 8: 2027 Total Traffic Volumes, Weekday AM and PM Peak Hours**



- LEGEND**
-  Traffic Signal
  -  Stop Sign
  -  Lane Configuration
  -  Signalized Pedestrian Crossing (PXO)
- xx xx AM / PM Peak Hour
- Schematic, Not To Scale

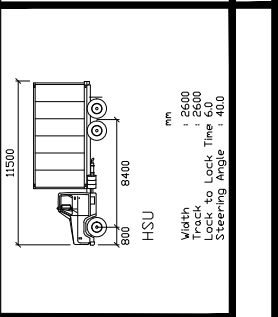
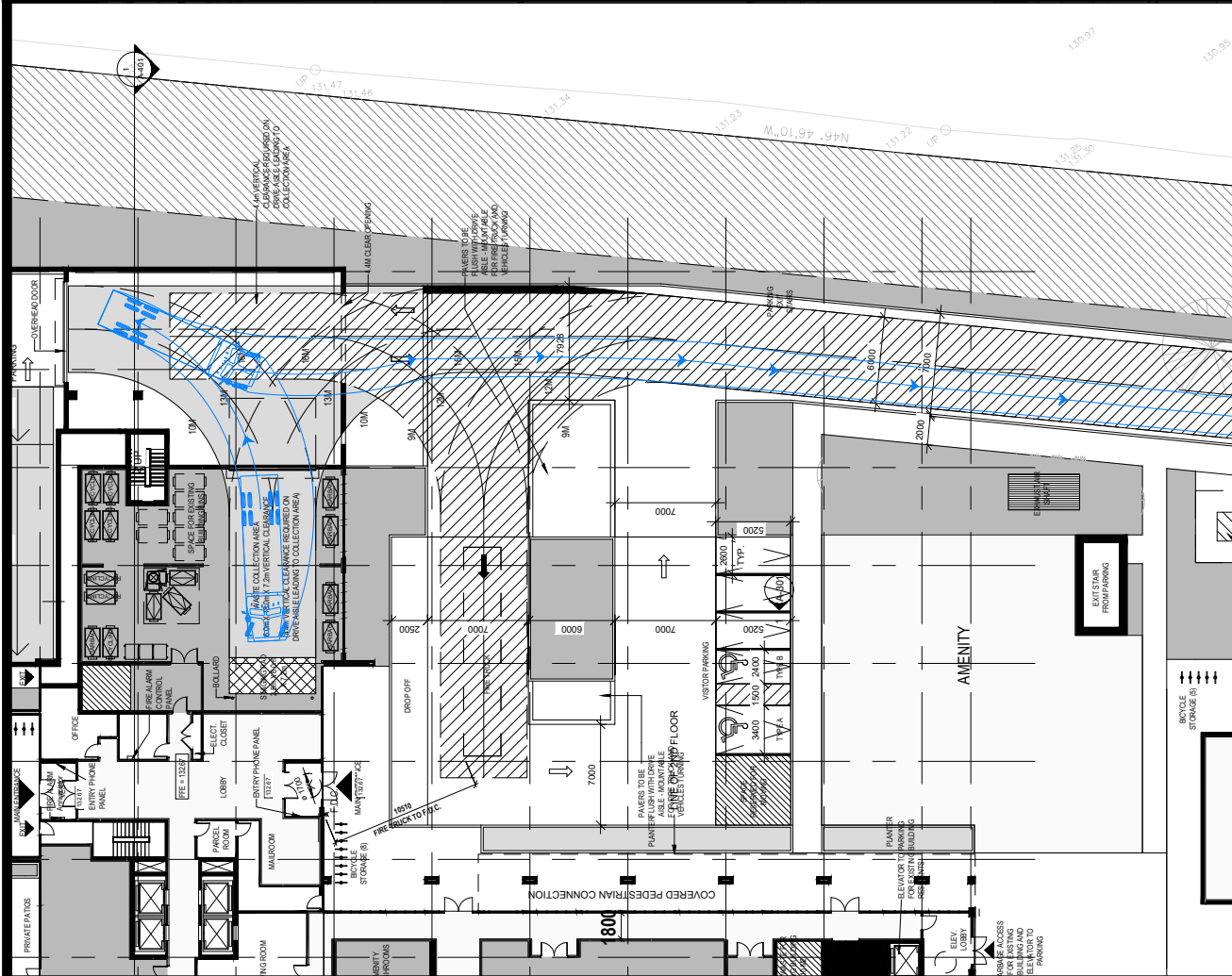
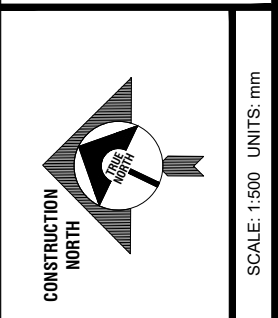
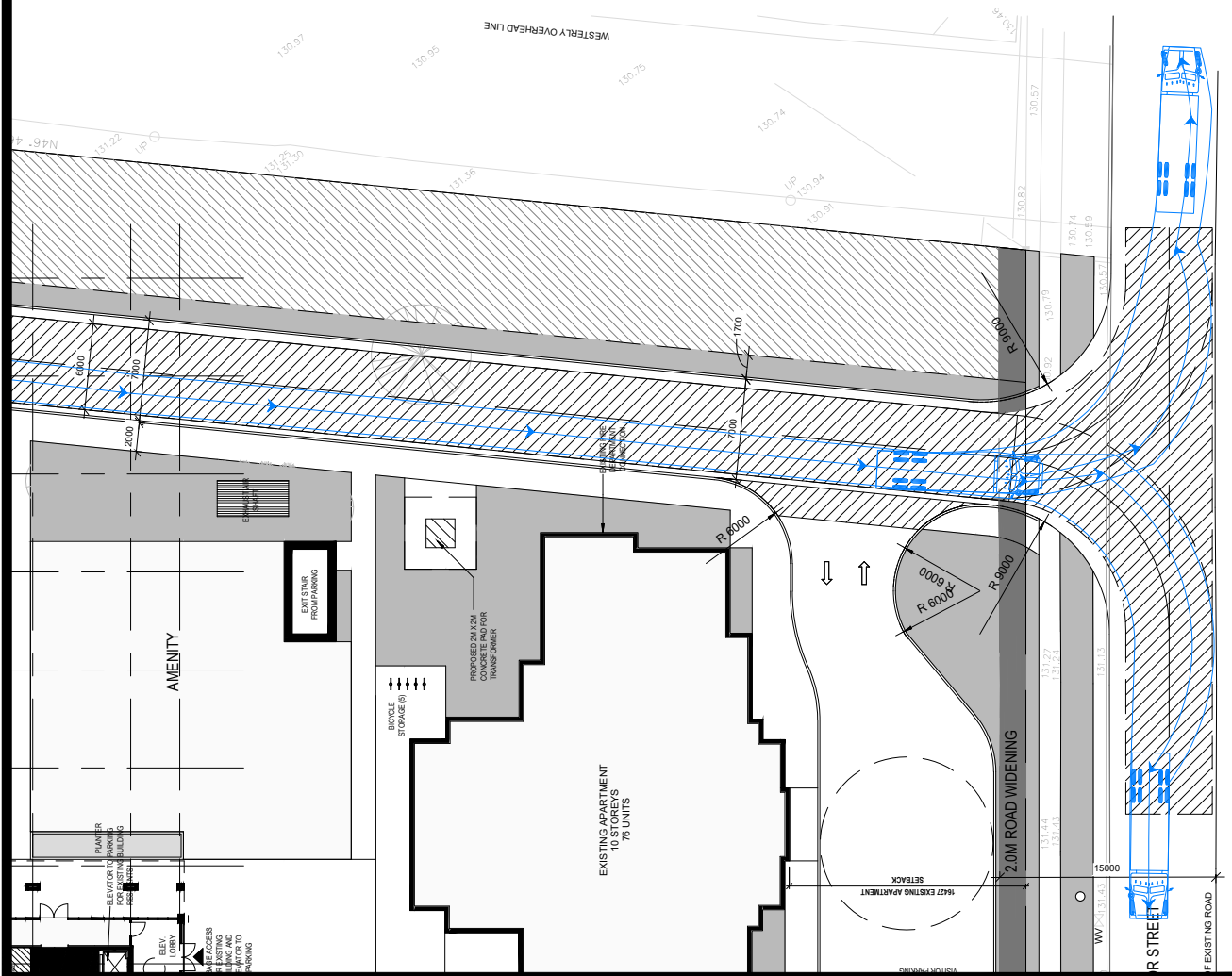


**Figure 9 - Waste Collection Vehicle Circulating Site**

PROPOSED EXPANSION TO EXISTING RESIDENTIAL BUILDING,  
1785 Bloor Street  
MISSISSAUGA, ON

Source: onespace unlimited inc.



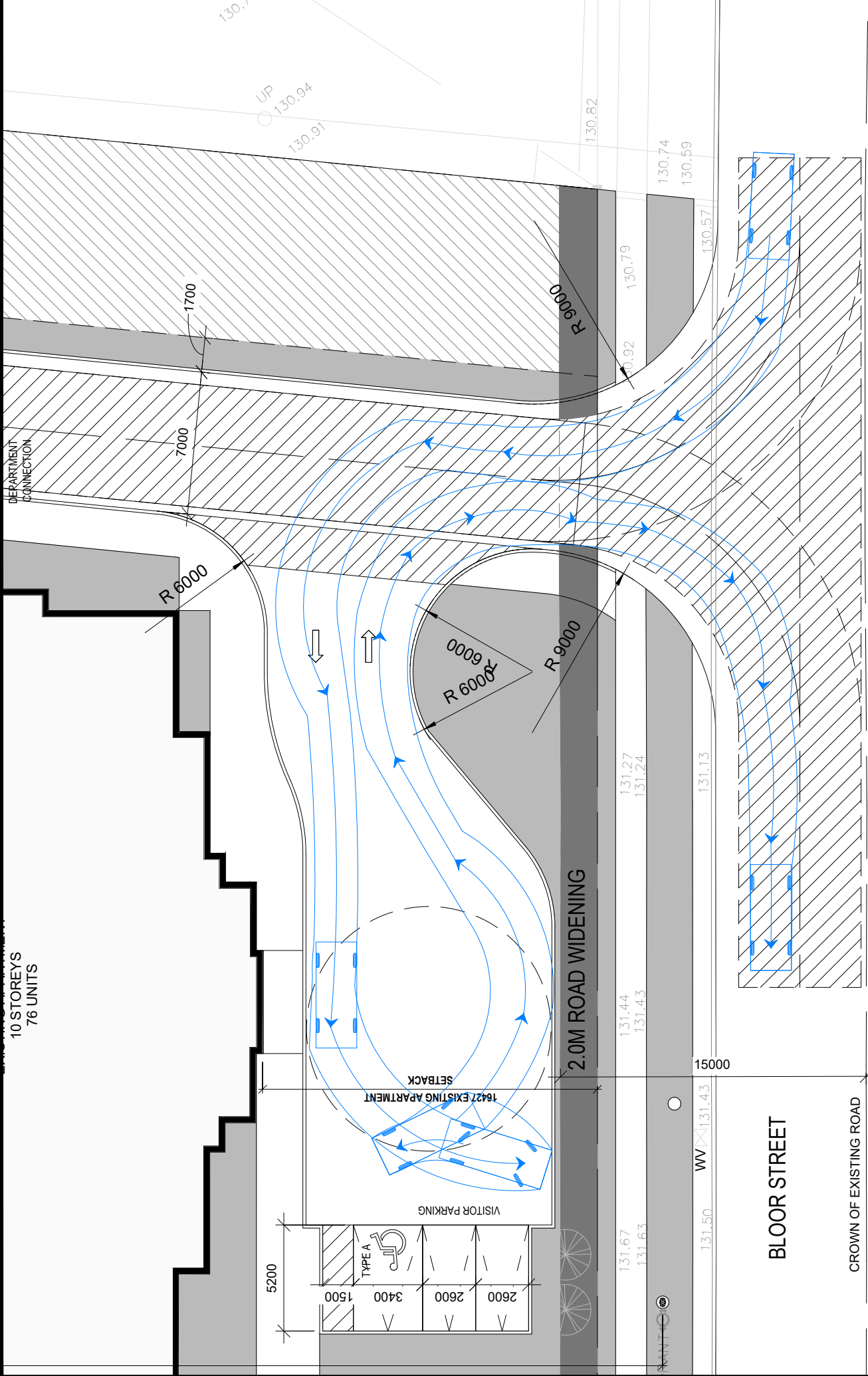


**Figure 11 - Loading Vehicle (HSU) Leaving Loading Area and Exiting Site**  
 PROPOSED EXPANSION TO RESIDENTIAL BUILDING,  
 1785 Bloor Street,  
 MISSISSAUGA, ON  
 Source: orospace unlimited inc.









10 STOREYS  
76 UNITS

DEPARTMENT  
CONNECTION

130.74  
130.91  
130.94  
130.82  
130.74  
130.59  
130.57

1700

R 9000

7000

R 6000

R 6000

R 9000

131.27  
131.24

131.44  
131.43

131.13

15000

131.67  
131.63

131.50

131.43

WW

BLOOR STREET

CROWN OF EXISTING ROAD

1500

VISITOR PARKING

16427 EXISTING APARTMENT

SETBACK

2.0M ROAD WIDENING

R 6000

R 9000

R 6000

R 9000

5200

1500

3400

2600

2600

TYPE A

1500

5200

1000

3200

Passenger, 5.2m

Width : 2000

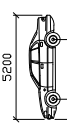
Track : 2000

Lock to Lock Time 6.0

Steering Angle : 36.2

### Figure 13 - Passenger Vehicle Dropping/Picking Up Passenger and Circulating Site

PROPOSED EXPANSION TO EXISTING RESIDENTIAL BUILDING,  
1785 Bloor Street,  
MISSISSAUGA, ON



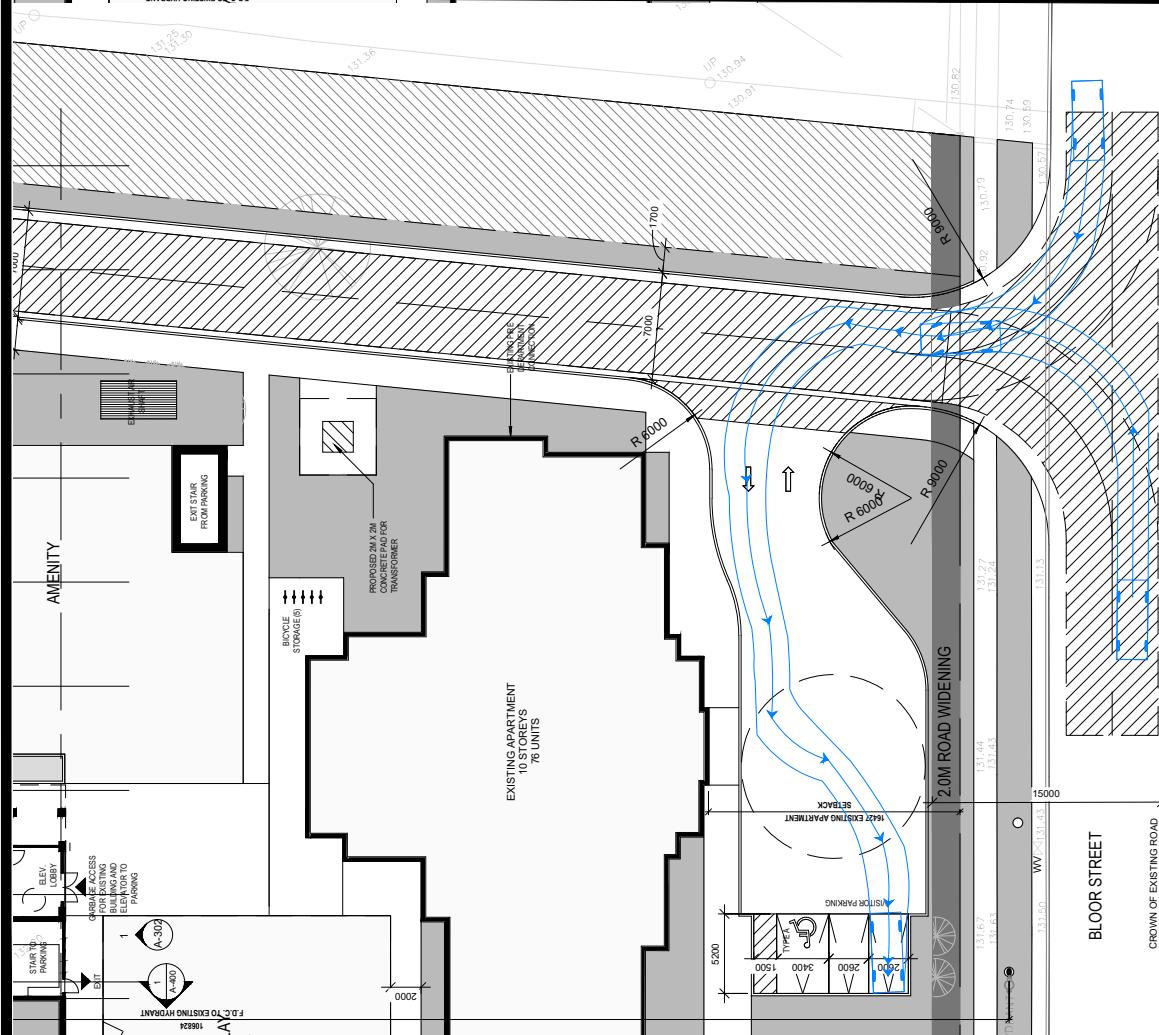
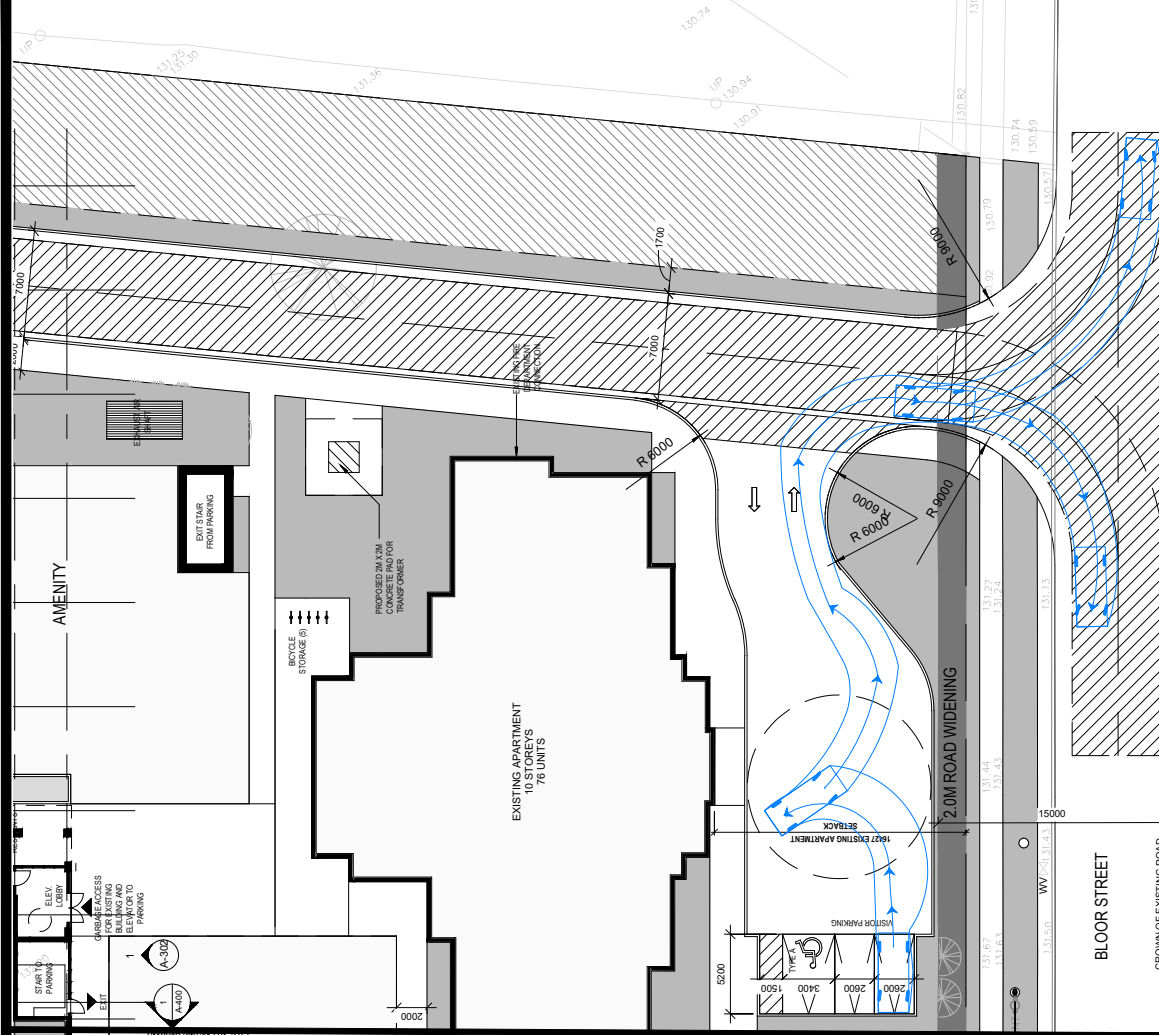
Passenger, 5.2m  
Width : 2000  
Track : 2000  
Lock to Lock Time 6.0  
Steering Angle : 36.2



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Source: onespace unlimited inc.

SCALE: 1:250 UNITS: mm



ENTERING CURB EX. CURB CUT CURB

ENTERING CURB EX. CURB CUT CURB

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**CONSTRUCTION NORTH**

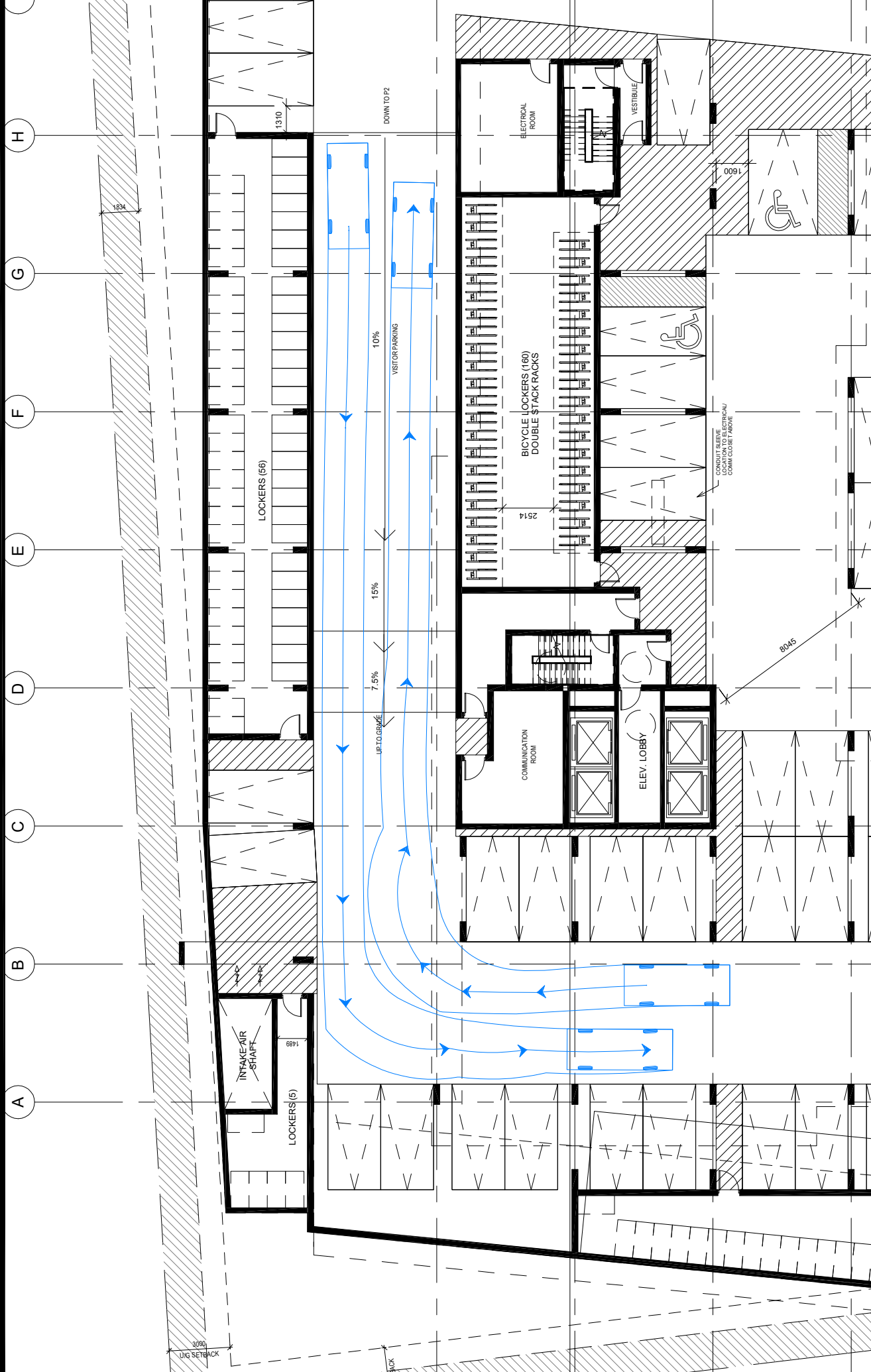
Passenger, 5.2m  
 Width : 2000 mm  
 Track : 2000 mm  
 Lock to Lock Time 5.0  
 Steering Angle : 36.2

**Figure 14 - Passenger Vehicle Entering/Exiting Site and Parking In Front of Building**

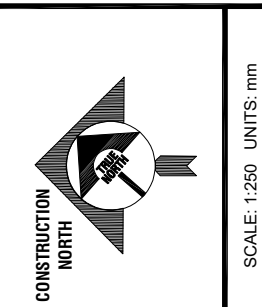
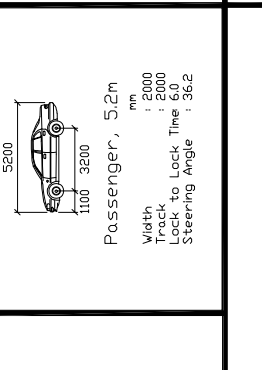
PROPOSED EXPANSION TO EXISTING RESIDENTIAL BUILDING,  
 1785 Bloor Street,  
 MISSISSAUGA, ON

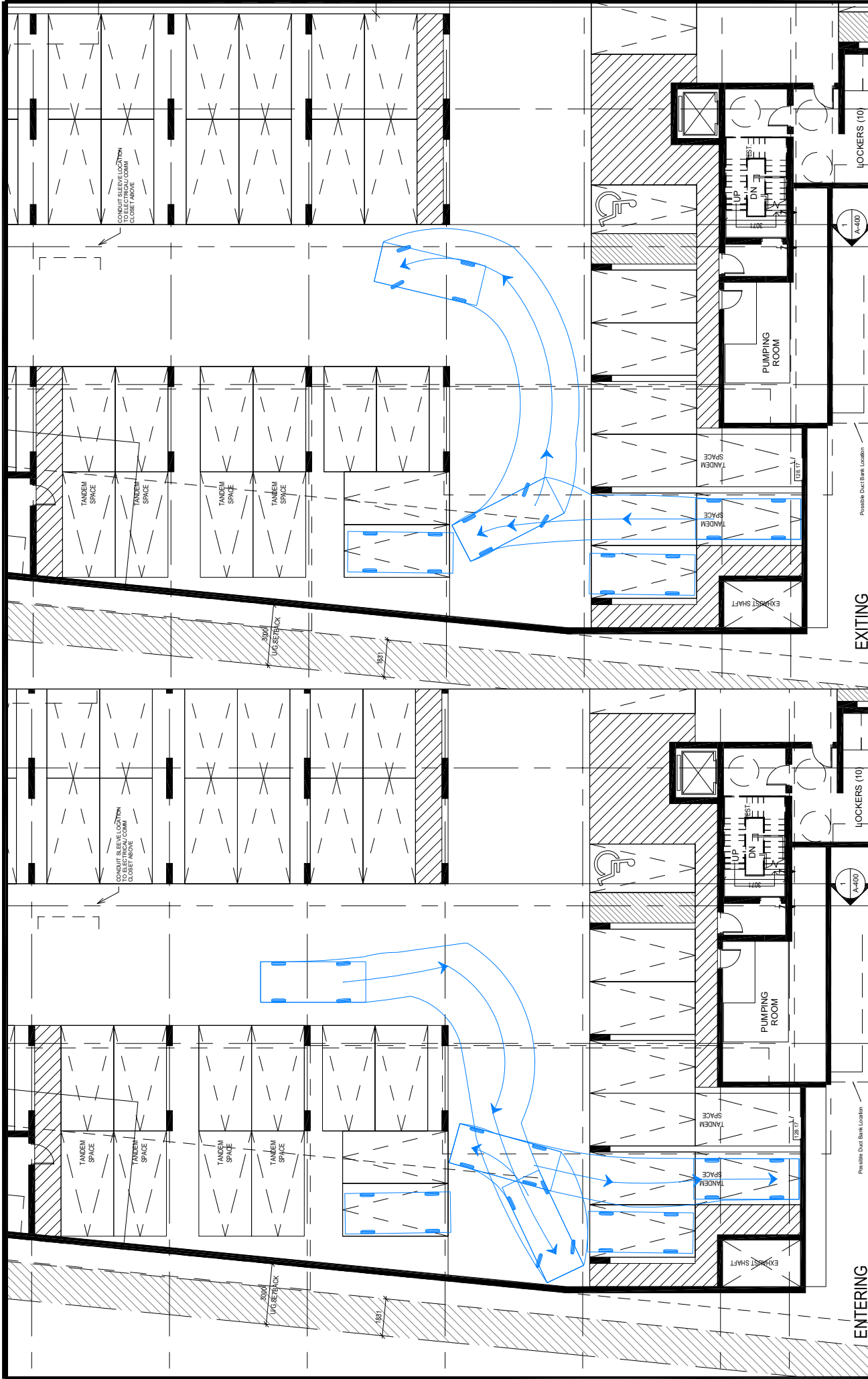
Source: onespace unlimited inc.

SCALE: 1:500 UNITS: mm



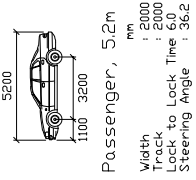
**Figure 15 - Passenger Vehicle Entering Ramp and Exiting Ramp on P1**  
 PROPOSED EXPANSION TO EXISTING RESIDENTIAL DEVELOPMENT  
 1785 Bloor Street,  
 MISSISSAUGA, ON



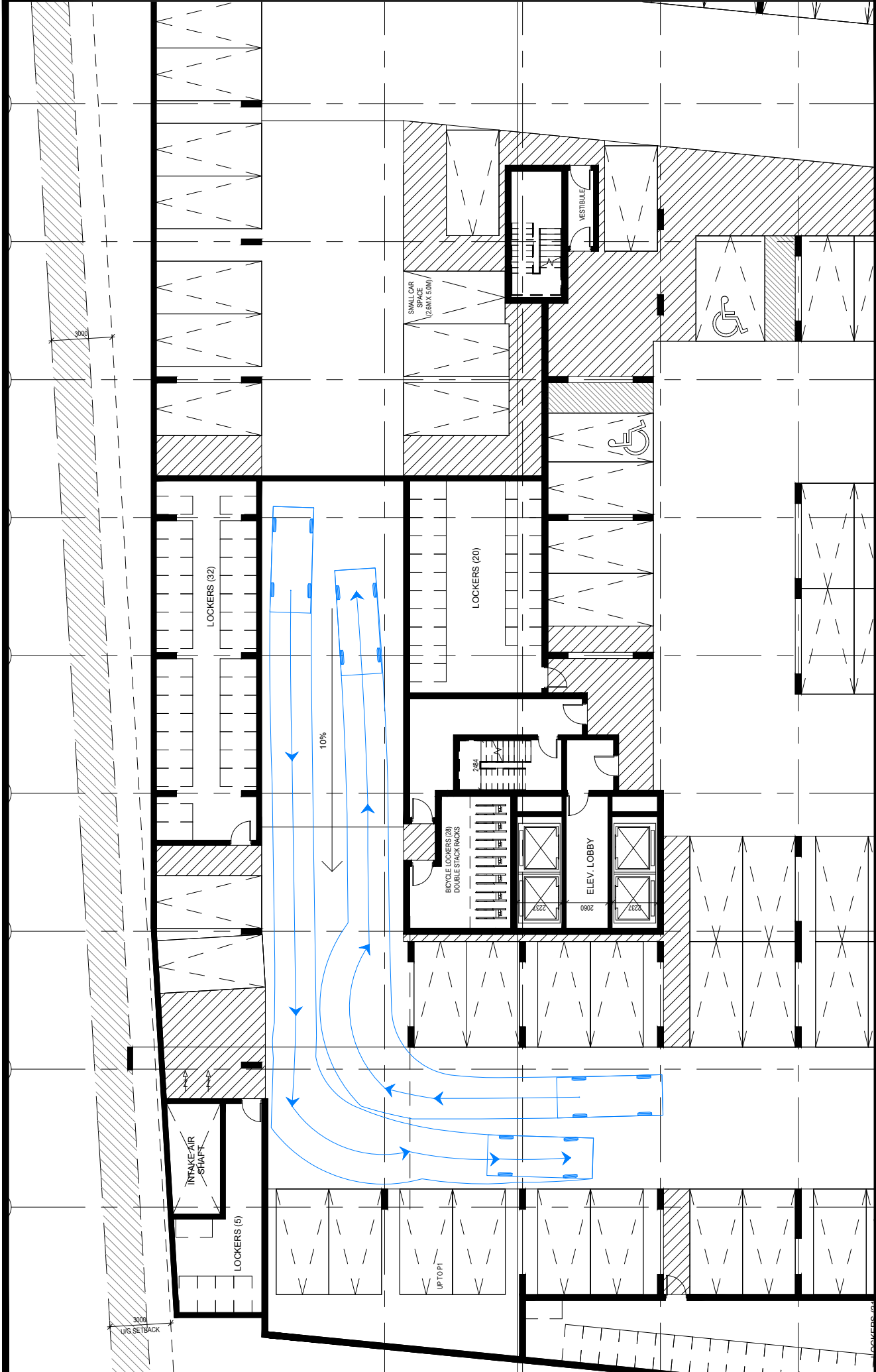


**Figure 16 - Passenger Vehicle Entering/Exiting Critical Parking Spaces on P1**

PROPOSED EXPANSION TO EXISTING RESIDENTIAL DEVELOPMENT  
 1785 Bloor Street,  
 MISSISSAUGA, ON



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 website: www.trans-plan.com



**CONSTRUCTION NORTH**

SCALE: 1:250 UNITS: mm

Passenger, 5.2m  
 Width : 2000 mm  
 Track : 2000 mm  
 Lock to Lock Time 6.0  
 Steering Angle : 36.2

**Figure 17 - Passenger Vehicle Entering and Exiting Ramp on P2**

PROPOSED EXPANSION TO EXISTING RESIDENTIAL BUILDING  
 1785 Bloor Street,  
 MISSISSAUGA, ON

Source: onespace unlimited inc.

## **APPENDICES**

Appendix A – Turning Movement Counts and Signal Timing Plans

Appendix B – Background Traffic Information

Appendix C – Capacity and Queue Analysis Sheets

Appendix D – Pedestrian Crossover (PXO) Survey

Appendix E – City of Mississauga By-law 0225-2007

Appendix F – Parking Utilization Survey Results



## **APPENDIX A**

Turning Movement Counts & Signal Timing Plans

# Trans-Plan Transportation Inc.

Site ID Code:  
**Intersection Location:** Bloor Street and Fieldgate Drive  
 Municipality: Mississauga, Ontario  
 Count Date: Thursday, November 21, 2021  
 Weather and Temperature:  
 Surveyor: TP

| AM    | NORTH APPROACH<br>Fieldgate Dr |    |        |    |          |   | EAST APPROACH<br>Bloor St |   |     |     |        |     | SOUTH APPROACH<br>Fieldgate Dr |    |      |   |     |   | WEST APPROACH<br>Bloor St |     |          |    |      |   | Grand Total |   |   |   |    |    |     |    |   |   |   |   |   |     |     |
|-------|--------------------------------|----|--------|----|----------|---|---------------------------|---|-----|-----|--------|-----|--------------------------------|----|------|---|-----|---|---------------------------|-----|----------|----|------|---|-------------|---|---|---|----|----|-----|----|---|---|---|---|---|-----|-----|
|       | CAR                            |    | TRUCKS |    | CYCLISTS |   | Peds                      |   | CAR |     | TRUCKS |     | CYCLISTS                       |    | Peds |   | CAR |   | TRUCKS                    |     | CYCLISTS |    | Peds |   |             |   |   |   |    |    |     |    |   |   |   |   |   |     |     |
|       | L                              | T  | R      | L  | T        | R | L                         | T | R   | L   | T      | R   | L                              | T  | R    | L | T   | R | L                         | T   | R        | L  | T    | R |             |   |   |   |    |    |     |    |   |   |   |   |   |     |     |
| 7:00  | 27                             | 5  | 19     | 0  | 1        | 0 | 0                         | 0 | 3   | 55  | 3      | 44  | 1                              | 0  | 2    | 0 | 0   | 0 | 8                         | 58  | 9        | 3  | 11   | 1 | 1           | 0 | 0 | 2 | 27 | 17 | 66  | 0  | 2 | 6 | 1 | 0 | 0 | 1   | 93  |
| 7:15  | 26                             | 5  | 20     | 0  | 1        | 0 | 0                         | 0 | 3   | 55  | 7      | 50  | 6                              | 1  | 3    | 1 | 0   | 0 | 2                         | 70  | 6        | 9  | 16   | 0 | 2           | 1 | 0 | 0 | 36 | 13 | 100 | 2  | 1 | 5 | 0 | 0 | 0 | 1   | 121 |
| 7:30  | 41                             | 3  | 26     | 1  | 0        | 1 | 0                         | 0 | 4   | 76  | 2      | 75  | 5                              | 0  | 4    | 0 | 0   | 0 | 5                         | 91  | 20       | 8  | 18   | 0 | 2           | 0 | 0 | 7 | 55 | 16 | 113 | 3  | 3 | 2 | 3 | 0 | 0 | 2   | 142 |
| 7:45  | 39                             | 3  | 20     | 2  | 0        | 1 | 0                         | 0 | 4   | 69  | 3      | 91  | 7                              | 0  | 6    | 0 | 0   | 1 | 4                         | 112 | 17       | 9  | 19   | 0 | 1           | 0 | 0 | 0 | 5  | 31 | 129 | 4  | 1 | 3 | 1 | 0 | 0 | 1   | 170 |
| 8:00  | 50                             | 10 | 41     | 0  | 0        | 3 | 0                         | 0 | 4   | 108 | 6      | 88  | 14                             | 0  | 5    | 0 | 0   | 0 | 25                        | 138 | 19       | 7  | 14   | 0 | 0           | 1 | 0 | 0 | 55 | 40 | 130 | 8  | 1 | 5 | 0 | 0 | 0 | 9   | 193 |
| 8:15  | 39                             | 6  | 37     | 1  | 0        | 0 | 0                         | 0 | 10  | 93  | 8      | 104 | 28                             | 0  | 4    | 0 | 0   | 0 | 25                        | 169 | 10       | 11 | 22   | 1 | 0           | 0 | 0 | 0 | 54 | 56 | 143 | 6  | 1 | 8 | 0 | 0 | 0 | 5   | 219 |
| 8:30  | 47                             | 16 | 56     | 0  | 0        | 3 | 0                         | 0 | 5   | 127 | 9      | 91  | 15                             | 0  | 2    | 0 | 0   | 0 | 10                        | 127 | 8        | 7  | 17   | 1 | 0           | 0 | 0 | 2 | 35 | 28 | 127 | 10 | 0 | 4 | 0 | 0 | 0 | 7   | 176 |
| 8:45  | 40                             | 6  | 26     | 0  | 0        | 1 | 0                         | 0 | 10  | 83  | 9      | 99  | 17                             | 1  | 2    | 1 | 0   | 0 | 6                         | 135 | 15       | 10 | 20   | 2 | 0           | 0 | 0 | 4 | 51 | 24 | 119 | 14 | 0 | 6 | 3 | 0 | 0 | 9   | 175 |
| 9:00  | 32                             | 5  | 23     | 0  | 0        | 3 | 0                         | 0 | 6   | 69  | 6      | 78  | 6                              | 0  | 2    | 1 | 0   | 0 | 9                         | 102 | 9        | 6  | 13   | 0 | 0           | 0 | 0 | 2 | 30 | 26 | 114 | 11 | 0 | 2 | 0 | 0 | 0 | 9   | 162 |
| 9:15  | 33                             | 5  | 30     | 0  | 1        | 1 | 0                         | 0 | 8   | 78  | 8      | 89  | 11                             | 0  | 1    | 1 | 0   | 0 | 7                         | 117 | 11       | 5  | 12   | 0 | 0           | 0 | 0 | 0 | 28 | 22 | 80  | 6  | 0 | 2 | 0 | 0 | 0 | 3   | 113 |
| PM    | 15:00                          | 22 | 11     | 24 | 0        | 1 | 1                         | 0 | 0   | 67  | 11     | 145 | 20                             | 1  | 5    | 0 | 0   | 0 | 13                        | 195 | 12       | 13 | 10   | 2 | 0           | 0 | 0 | 0 | 42 | 21 | 121 | 7  | 2 | 6 | 0 | 0 | 0 | 10  | 167 |
| 15:15 | 25                             | 13 | 34     | 1  | 0        | 2 | 0                         | 0 | 5   | 80  | 12     | 125 | 17                             | 0  | 2    | 0 | 0   | 0 | 9                         | 165 | 12       | 17 | 8    | 1 | 0           | 0 | 0 | 0 | 46 | 35 | 120 | 17 | 0 | 3 | 1 | 0 | 0 | 8   | 184 |
| 15:30 | 19                             | 17 | 29     | 0  | 0        | 1 | 0                         | 0 | 8   | 74  | 14     | 152 | 22                             | 1  | 2    | 0 | 0   | 0 | 6                         | 197 | 15       | 12 | 8    | 0 | 1           | 0 | 0 | 0 | 40 | 33 | 89  | 14 | 0 | 7 | 0 | 0 | 0 | 5   | 148 |
| 15:45 | 29                             | 7  | 25     | 0  | 0        | 0 | 0                         | 0 | 10  | 71  | 12     | 185 | 20                             | 0  | 7    | 0 | 0   | 0 | 13                        | 237 | 10       | 8  | 10   | 0 | 0           | 0 | 0 | 0 | 32 | 35 | 133 | 10 | 0 | 2 | 0 | 0 | 0 | 5   | 185 |
| 16:00 | 38                             | 15 | 35     | 0  | 1        | 0 | 0                         | 0 | 1   | 7   | 97     | 15  | 145                            | 19 | 0    | 2 | 0   | 0 | 11                        | 192 | 12       | 6  | 12   | 1 | 0           | 0 | 0 | 0 | 36 | 29 | 128 | 20 | 1 | 4 | 2 | 0 | 0 | 4   | 188 |
| 16:15 | 29                             | 9  | 20     | 0  | 0        | 3 | 0                         | 0 | 8   | 69  | 7      | 176 | 27                             | 0  | 2    | 0 | 0   | 0 | 7                         | 219 | 15       | 5  | 16   | 1 | 0           | 0 | 0 | 6 | 43 | 22 | 147 | 17 | 0 | 1 | 1 | 0 | 1 | 190 |     |
| 16:30 | 27                             | 11 | 24     | 0  | 0        | 0 | 0                         | 0 | 5   | 67  | 13     | 151 | 26                             | 0  | 2    | 0 | 0   | 0 | 6                         | 198 | 17       | 8  | 15   | 0 | 1           | 0 | 0 | 0 | 48 | 16 | 127 | 22 | 1 | 1 | 0 | 0 | 0 | 2   | 169 |
| 16:45 | 32                             | 13 | 34     | 0  | 0        | 0 | 0                         | 0 | 15  | 94  | 26     | 159 | 28                             | 0  | 4    | 1 | 0   | 0 | 11                        | 229 | 12       | 7  | 14   | 0 | 0           | 0 | 0 | 9 | 42 | 24 | 141 | 18 | 0 | 2 | 0 | 0 | 0 | 19  | 204 |
| 17:00 | 21                             | 9  | 23     | 0  | 0        | 0 | 0                         | 0 | 12  | 65  | 15     | 170 | 15                             | 0  | 2    | 0 | 0   | 0 | 13                        | 215 | 10       | 5  | 12   | 0 | 1           | 0 | 0 | 0 | 34 | 22 | 121 | 15 | 0 | 2 | 1 | 0 | 0 | 1   | 162 |
| 17:15 | 29                             | 14 | 25     | 0  | 0        | 1 | 0                         | 0 | 9   | 79  | 16     | 154 | 20                             | 0  | 3    | 0 | 0   | 0 | 11                        | 204 | 11       | 5  | 8    | 0 | 0           | 0 | 0 | 0 | 27 | 25 | 127 | 18 | 0 | 3 | 0 | 0 | 0 | 5   | 178 |
| 17:30 | 27                             | 14 | 35     | 0  | 0        | 0 | 0                         | 0 | 0   | 76  | 11     | 196 | 24                             | 0  | 1    | 0 | 0   | 0 | 5                         | 237 | 12       | 9  | 9    | 0 | 0           | 1 | 0 | 0 | 37 | 25 | 125 | 15 | 0 | 4 | 1 | 0 | 0 | 4   | 174 |
| 17:45 | 26                             | 11 | 26     | 0  | 0        | 0 | 0                         | 0 | 6   | 69  | 13     | 146 | 18                             | 0  | 3    | 0 | 0   | 0 | 17                        | 197 | 9        | 4  | 6    | 0 | 0           | 0 | 0 | 0 | 30 | 28 | 142 | 17 | 0 | 2 | 1 | 0 | 0 | 3   | 193 |





# Trans-Plan Transportation Inc.

Site ID Code:  
**Intersection Location:** Bloor Street and Bridgwood Drive  
 Municipality: Mississauga, Ontario  
 Count Date: Thursday, November 21, 2021  
 Weather and Temperature:  
 Surveyor: TP

| AM    | NORTH APPROACH<br>Bridgwood Dr. |   |        |   |          |   | EAST APPROACH<br>Bloor St. |   |     |     |        |     | SOUTH APPROACH<br>Access |   |      |     |     |    | WEST APPROACH<br>Bloor St. |   |          |   |      |   | Grand Total |       |     |    |   |   |   |   |   |   |     |     |
|-------|---------------------------------|---|--------|---|----------|---|----------------------------|---|-----|-----|--------|-----|--------------------------|---|------|-----|-----|----|----------------------------|---|----------|---|------|---|-------------|-------|-----|----|---|---|---|---|---|---|-----|-----|
|       | CAR                             |   | TRUCKS |   | CYCLISTS |   | Peds                       |   | CAR |     | TRUCKS |     | CYCLISTS                 |   | Peds |     | CAR |    | TRUCKS                     |   | CYCLISTS |   | Peds |   |             | Total |     |    |   |   |   |   |   |   |     |     |
|       | L                               | T | R      | L | T        | R | L                          | T | R   | L   | T      | R   | L                        | T | R    | L   | T   | R  | L                          | T | R        | L | T    | R |             |       |     |    |   |   |   |   |   |   |     |     |
| 7:00  | 8                               | 0 | 7      | 0 | 0        | 1 | 0                          | 0 | 0   | 2   | 0      | 2   | 0                        | 0 | 0    | 3   | 55  | 5  | 0                          | 6 | 0        | 0 | 0    | 2 | 13          | 2     | 101 | 3  | 1 | 5 | 0 | 0 | 0 | 2 | 114 | 200 |
| 7:15  | 6                               | 0 | 5      | 0 | 0        | 1 | 0                          | 0 | 0   | 4   | 0      | 0   | 0                        | 0 | 0    | 2   | 70  | 6  | 0                          | 6 | 0        | 0 | 0    | 2 | 14          | 1     | 139 | 1  | 1 | 3 | 0 | 0 | 0 | 0 | 148 | 248 |
| 7:30  | 8                               | 0 | 9      | 0 | 0        | 1 | 0                          | 0 | 0   | 2   | 0      | 0   | 0                        | 0 | 1    | 75  | 11  | 2  | 2                          | 0 | 1        | 0 | 0    | 5 | 21          | 3     | 170 | 2  | 0 | 2 | 0 | 0 | 0 | 0 | 185 | 301 |
| 7:45  | 13                              | 1 | 6      | 2 | 0        | 2 | 0                          | 0 | 0   | 2   | 0      | 1   | 0                        | 0 | 2    | 101 | 10  | 1  | 6                          | 1 | 0        | 1 | 0    | 3 | 22          | 2     | 191 | 2  | 2 | 3 | 1 | 0 | 0 | 0 | 207 | 356 |
| 8:00  | 10                              | 0 | 6      | 0 | 0        | 1 | 0                          | 0 | 0   | 2   | 0      | 0   | 0                        | 0 | 2    | 108 | 12  | 1  | 3                          | 0 | 0        | 0 | 0    | 3 | 19          | 3     | 192 | 2  | 0 | 5 | 1 | 0 | 0 | 0 | 206 | 353 |
| 8:15  | 13                              | 0 | 20     | 0 | 0        | 2 | 35                         | 1 | 110 | 14  | 0      | 3   | 0                        | 0 | 0    | 128 | 15  | 1  | 7                          | 1 | 0        | 0 | 0    | 1 | 25          | 5     | 193 | 5  | 1 | 7 | 0 | 0 | 0 | 0 | 215 | 403 |
| 8:30  | 18                              | 0 | 16     | 0 | 1        | 0 | 0                          | 0 | 0   | 15  | 0      | 2   | 1                        | 0 | 0    | 6   | 123 | 9  | 5                          | 6 | 1        | 0 | 0    | 2 | 23          | 22    | 164 | 9  | 0 | 3 | 0 | 0 | 0 | 0 | 390 | 403 |
| 8:45  | 15                              | 3 | 18     | 0 | 0        | 0 | 0                          | 0 | 0   | 104 | 6      | 1   | 2                        | 0 | 0    | 117 | 9   | 0  | 7                          | 2 | 0        | 0 | 0    | 4 | 22          | 4     | 171 | 10 | 1 | 6 | 0 | 0 | 0 | 0 | 195 | 374 |
| 9:00  | 15                              | 1 | 2      | 1 | 0        | 0 | 0                          | 0 | 0   | 95  | 9      | 0   | 3                        | 0 | 0    | 2   | 111 | 2  | 0                          | 5 | 0        | 0 | 0    | 6 | 13          | 3     | 145 | 7  | 0 | 1 | 0 | 0 | 0 | 0 | 159 | 309 |
| 9:15  | 5                               | 0 | 5      | 0 | 0        | 0 | 0                          | 0 | 0   | 98  | 4      | 0   | 3                        | 1 | 0    | 0   | 107 | 10 | 0                          | 1 | 0        | 0 | 0    | 0 | 11          | 4     | 115 | 6  | 0 | 1 | 0 | 0 | 0 | 0 | 126 | 254 |
| PM    | 5                               | 2 | 11     | 0 | 0        | 1 | 0                          | 0 | 0   | 8   | 142    | 7   | 0                        | 3 | 0    | 3   | 163 | 13 | 3                          | 3 | 0        | 0 | 0    | 5 | 24          | 13    | 128 | 6  | 0 | 5 | 0 | 0 | 0 | 0 | 165 | 372 |
| 15:00 | 20                              | 3 | 19     | 3 | 1        | 1 | 0                          | 0 | 0   | 4   | 144    | 14  | 0                        | 1 | 1    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 3 | 15          | 9     | 126 | 7  | 1 | 2 | 0 | 0 | 0 | 0 | 168 | 413 |
| 15:30 | 10                              | 4 | 7      | 0 | 0        | 0 | 0                          | 0 | 0   | 4   | 199    | 9   | 0                        | 4 | 1    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 7 | 18          | 6     | 112 | 10 | 4 | 4 | 0 | 0 | 0 | 0 | 140 | 403 |
| 15:45 | 9                               | 1 | 7      | 0 | 0        | 0 | 0                          | 0 | 0   | 21  | 4      | 218 | 15                       | 0 | 5    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 4 | 10          | 8     | 144 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 171 | 448 |
| 16:00 | 8                               | 0 | 3      | 0 | 0        | 0 | 0                          | 0 | 0   | 12  | 179    | 11  | 0                        | 4 | 0    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 3 | 14          | 7     | 139 | 9  | 0 | 3 | 0 | 0 | 0 | 0 | 159 | 394 |
| 16:15 | 6                               | 1 | 7      | 0 | 0        | 0 | 0                          | 0 | 0   | 5   | 205    | 8   | 0                        | 3 | 1    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 3 | 9           | 2     | 169 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 187 | 437 |
| 16:30 | 9                               | 1 | 7      | 0 | 0        | 0 | 0                          | 0 | 0   | 18  | 6      | 175 | 8                        | 0 | 3    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 2 | 10          | 6     | 137 | 9  | 0 | 1 | 0 | 0 | 0 | 0 | 158 | 383 |
| 16:45 | 8                               | 1 | 7      | 0 | 0        | 0 | 0                          | 0 | 0   | 5   | 216    | 17  | 0                        | 3 | 0    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 3 | 12          | 4     | 164 | 9  | 0 | 1 | 0 | 0 | 0 | 0 | 179 | 455 |
| 17:00 | 6                               | 1 | 6      | 0 | 0        | 0 | 0                          | 0 | 0   | 6   | 189    | 14  | 0                        | 2 | 0    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 1 | 11          | 8     | 138 | 6  | 0 | 3 | 0 | 0 | 0 | 0 | 156 | 394 |
| 17:15 | 17                              | 3 | 5      | 0 | 0        | 0 | 0                          | 0 | 0   | 5   | 181    | 9   | 0                        | 2 | 0    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 8 | 8           | 4     | 142 | 13 | 0 | 2 | 1 | 0 | 0 | 0 | 163 | 398 |
| 17:30 | 6                               | 0 | 10     | 0 | 0        | 0 | 0                          | 0 | 0   | 12  | 226    | 12  | 0                        | 2 | 0    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 2 | 17          | 5     | 145 | 7  | 0 | 4 | 0 | 0 | 0 | 0 | 165 | 453 |
| 17:45 | 7                               | 1 | 6      | 0 | 0        | 0 | 0                          | 0 | 0   | 9   | 171    | 8   | 0                        | 3 | 0    | 0   | 0   | 0  | 0                          | 0 | 0        | 0 | 0    | 2 | 11          | 7     | 145 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 165 | 382 |



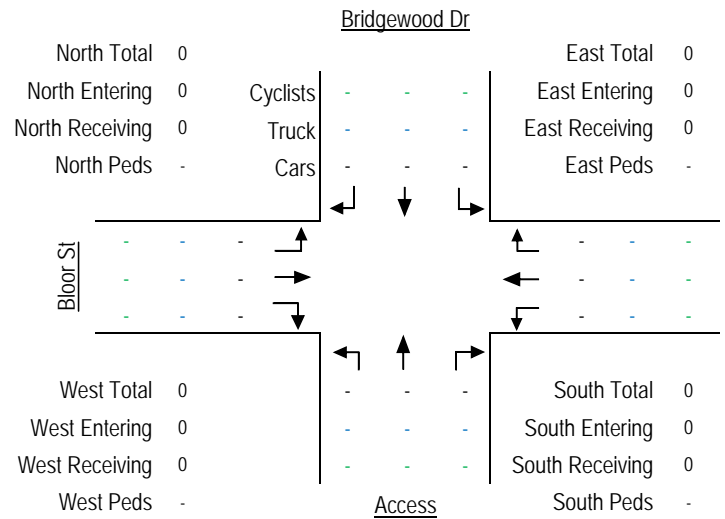
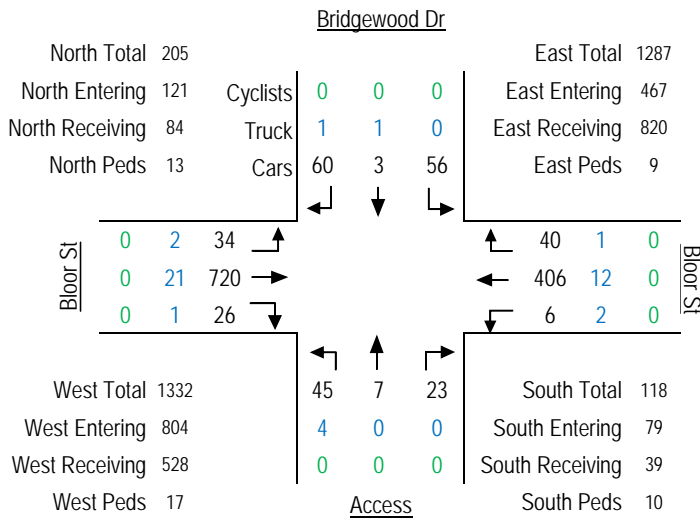
### Turning Movement Count Diagram

Intersection: Bloor Street and Bridgewood Drive  
 Municipality: Mississauga, Ontario

Intersection ID:  
 Date: Thursday, November 21, 2021

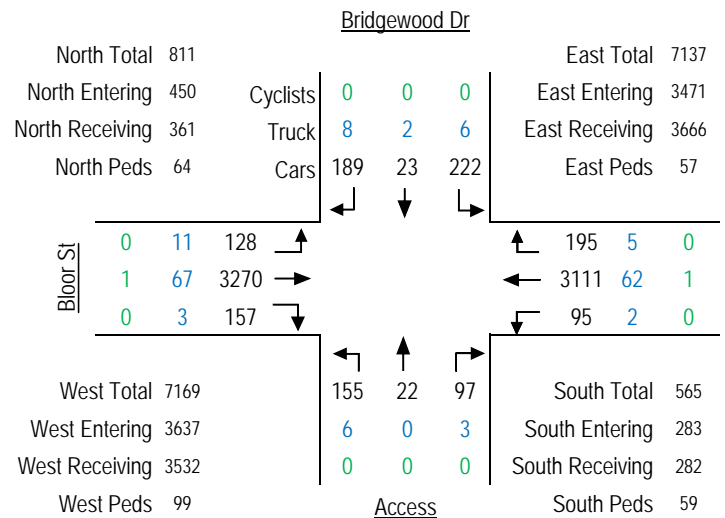
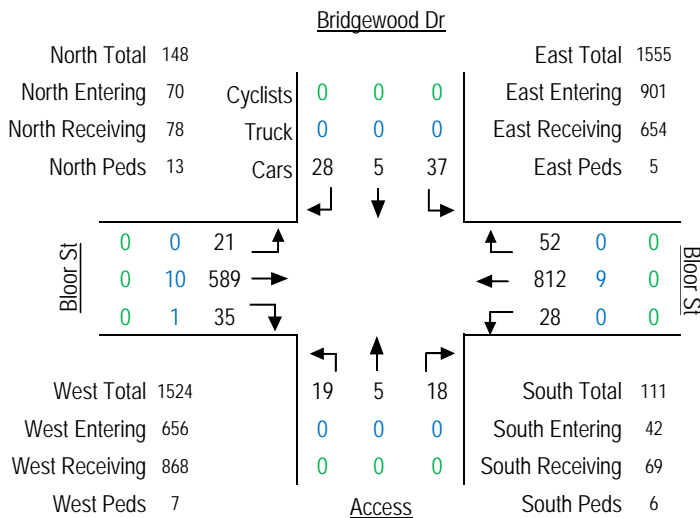
AM Peak Hour: 8:00 to 9:00

MD Peak Hour: - to -



PM Peak Hour: 16:45 to 17:45

Total Count



**In/Out Access Count**

Site: 1785 Bloor Street, Mississauga

Date: Thursday, November 25, 2021

| Start Time | In | Out | Hourly Total | SBL | SBR | EBL | WBR |
|------------|----|-----|--------------|-----|-----|-----|-----|
| 6:00       | 1  | 1   | 11           | 1   |     |     | 1   |
| 6:15       | 1  | 2   |              | 1   | 1   | 1   |     |
| 6:30       | 1  | 2   |              |     | 2   |     | 1   |
| 6:45       | 1  | 2   |              |     | 2   | 1   |     |
| 7:00       | 1  | 1   | 21           |     | 1   | 1   |     |
| 7:15       | 1  | 2   |              | 1   | 1   | 1   |     |
| 7:30       | 3  | 9   |              | 6   | 3   | 3   |     |
| 7:45       | 1  | 3   |              | 1   | 2   | 1   |     |
| 8:00       | 1  | 4   | 29           | 2   | 2   | 1   |     |
| 8:15       | 4  | 4   |              | 1   | 3   | 1   | 3   |
| 8:30       | 4  | 5   |              | 2   | 3   | 2   | 2   |
| 8:45       | 4  | 3   |              | 2   | 1   | 3   | 1   |
| 9:00       | 4  | 2   | 16           |     | 2   | 3   | 1   |
| 9:15       | 1  | 4   |              | 2   | 2   | 1   |     |
| 9:30       | 0  | 3   |              |     |     |     |     |
| 9:45       | 1  | 1   |              |     |     |     |     |
|            |    |     |              | SBL | SBR | EBL | WBR |
| 15:00      | 9  | 7   | 38           | 4   | 3   | 3   | 6   |
| 15:15      | 5  | 4   |              |     | 4   | 2   | 3   |
| 15:30      | 1  | 5   |              | 3   | 2   | 1   |     |
| 15:45      | 3  | 4   |              | 3   | 1   | 2   | 1   |
| 16:00      | 3  | 1   | 30           |     | 1   | 1   | 2   |
| 16:15      | 6  | 6   |              | 1   | 5   | 4   | 2   |
| 16:30      | 5  | 5   |              | 2   | 3   | 3   | 2   |
| 16:45      | 3  | 1   |              | 1   |     | 1   | 2   |
| 17:00      | 3  | 2   | 23           |     | 2   | 1   | 2   |
| 17:15      | 2  | 1   |              |     | 1   | 1   | 1   |
| 17:30      | 5  | 1   |              |     | 1   | 3   | 2   |
| 17:45      | 7  | 2   |              | 1   | 1   | 5   | 2   |









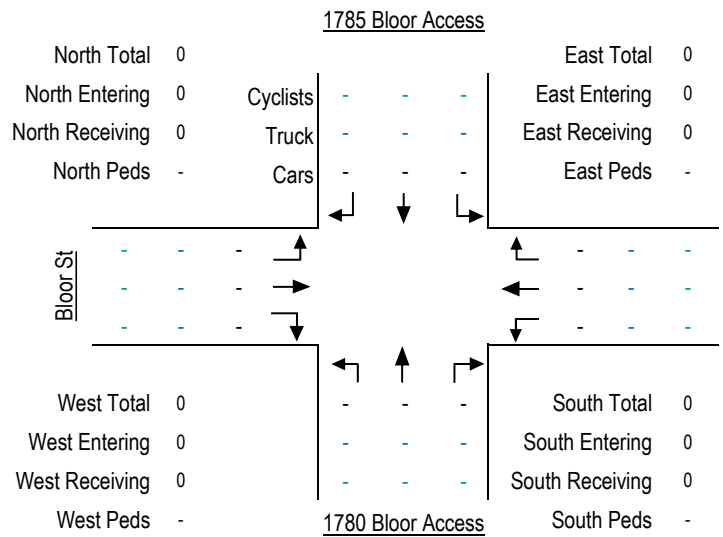
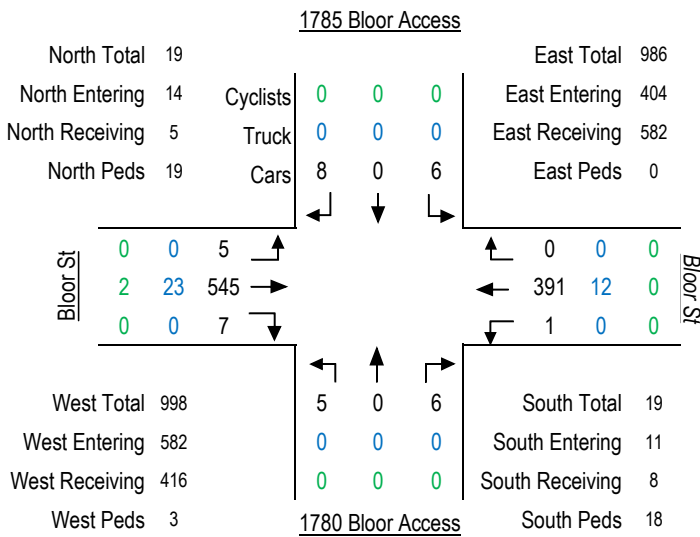
### Turning Movement Count Diagram

Intersection: 1785 Bloor Street  
 Municipality: Mississauga, Ontario

Intersection ID:  
 Date: Wednesday, August 30, 2023

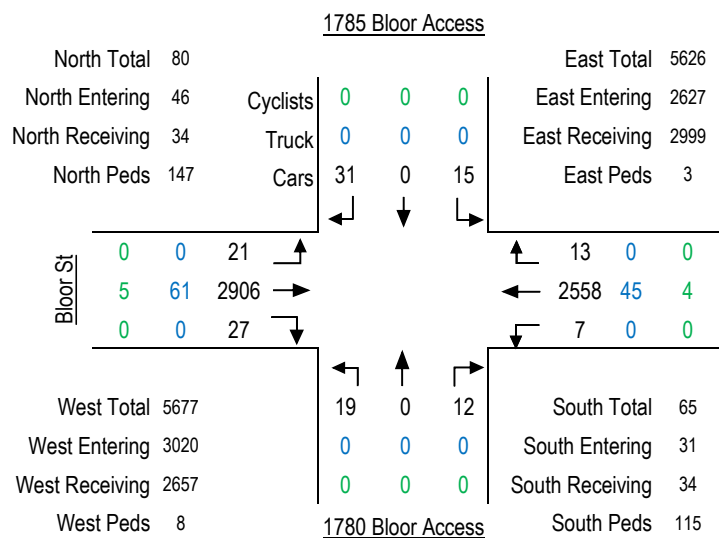
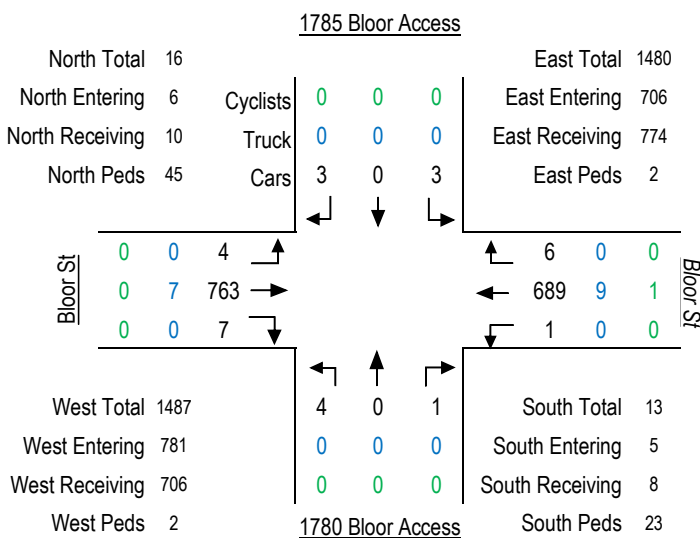
**AM Peak Hour: 8:00 to 9:00**

**MD Peak Hour: - to -**



**PM Peak Hour: 17:00 to 18:00**

**Total 8-Hour Count**







## **APPENDIX B**

Background Traffic Information

**Background Development Map**



## Background Developments Information

Proposed Residential Development  
1785 Bloor Street, Mississauga, ON



Development 1 - 1750 Bloor Street & 3315 Fieldgate Drive  
Proposed Residential Development

| Land Use                    | Units | AM Peak Hour |           |           | PM Peak Hour |           |           |
|-----------------------------|-------|--------------|-----------|-----------|--------------|-----------|-----------|
|                             |       | In           | Out       | Total     | In           | Out       | Total     |
| Residential<br>ITE Code 222 | 224   |              |           |           |              |           |           |
| <b>Trips</b>                |       | <b>14</b>    | <b>43</b> | <b>57</b> | <b>42</b>    | <b>23</b> | <b>65</b> |

Source: Transportation Impact Study, October 2020 by LEA Consulting

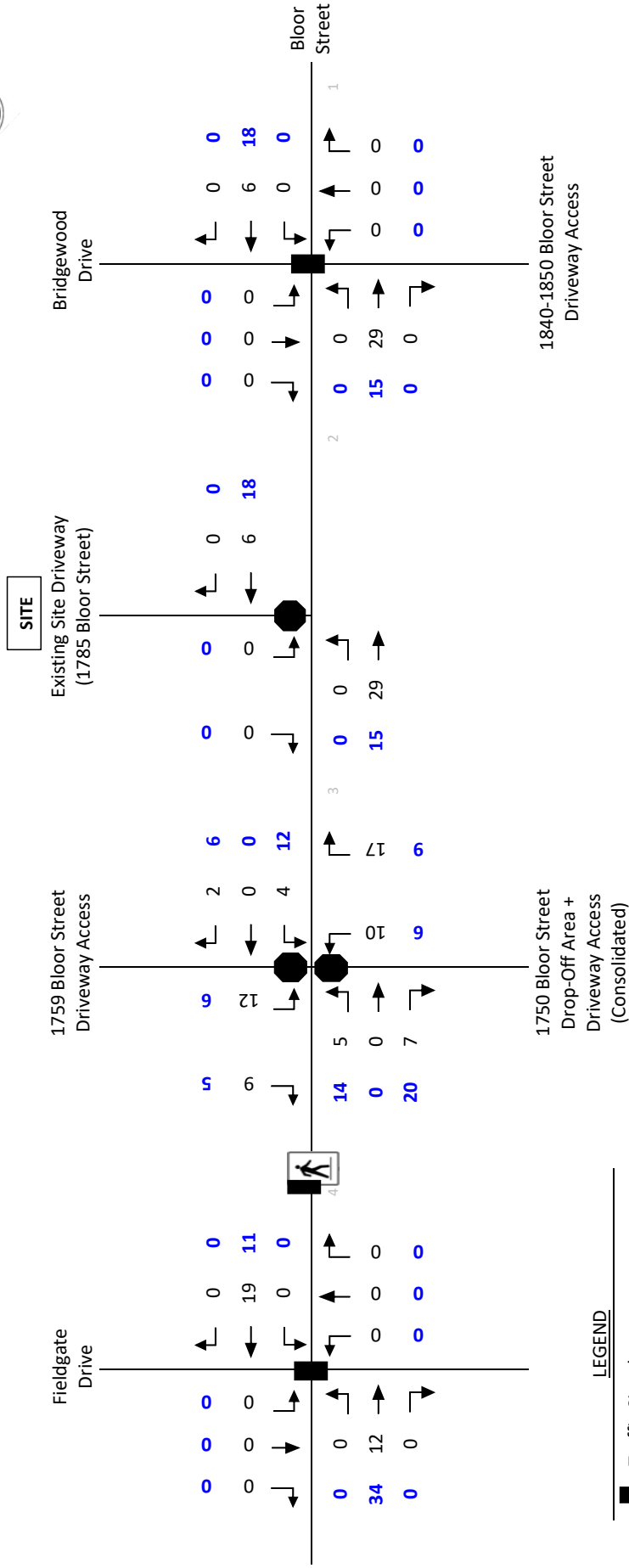
Development 2 - 1840-1850 Bloor Street  
Proposed Residential Development

| Land Use                    | Units | AM Peak Hour |            |            | PM Peak Hour |           |            |
|-----------------------------|-------|--------------|------------|------------|--------------|-----------|------------|
|                             |       | In           | Out        | Total      | In           | Out       | Total      |
| Residential<br>ITE Code 222 | 224   |              |            |            |              |           |            |
| <b>Trips</b>                |       | <b>40</b>    | <b>115</b> | <b>155</b> | <b>110</b>   | <b>70</b> | <b>180</b> |

Source: Urban Transportation Considerations Report, February 2020 by BA Group

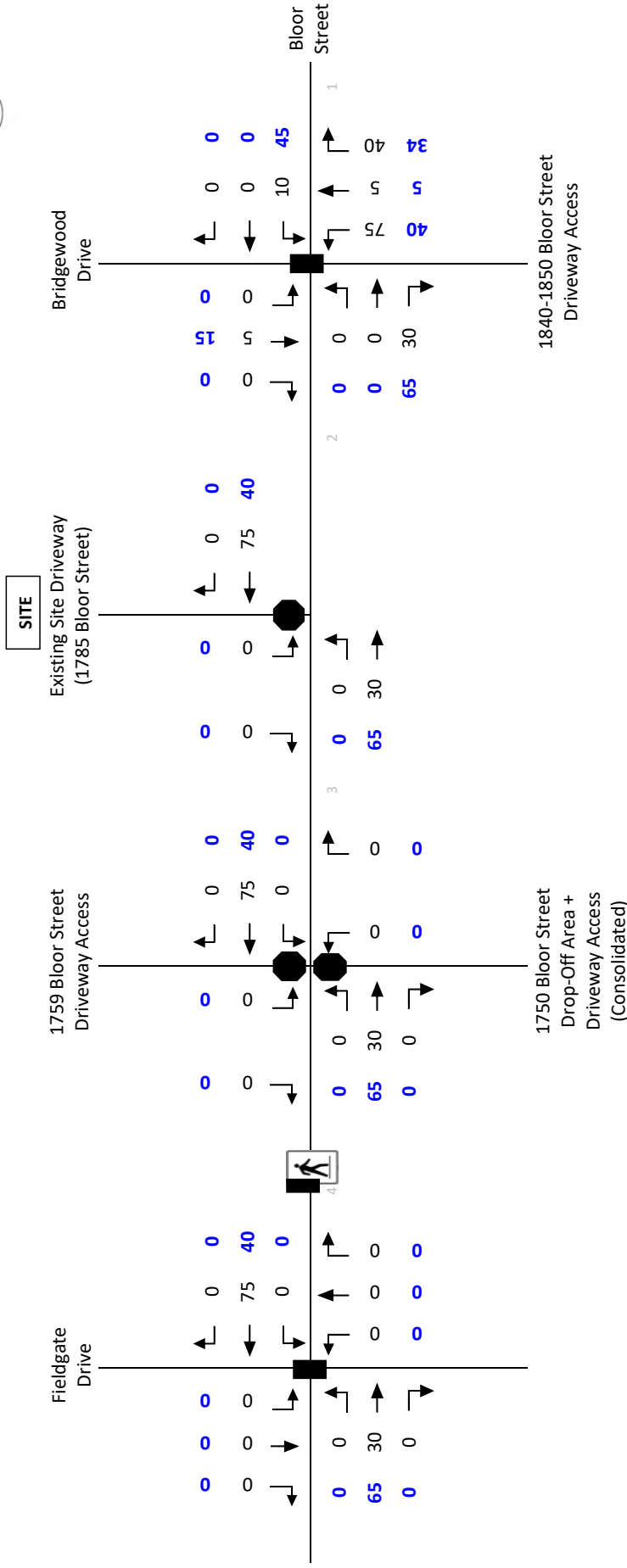
**DEV 1: Trip Distribution for Proposed Residential Development at 1750 Bloor Street**

Source: Transportation Impact Study (Figure 4.1 - Site Generated Peak Hour Traffic Volumes), dated October 2020 by LEA Consulting



**DEV 2: Trip Distribution for Proposed Residential Development at 1840-1850 Bloor Street**

Source: Urban Transportation Considerations Report (Figure 7 - New Residential Site Traffic Volumes), dated February 2020 by BA Group





## **APPENDIX D**

Capacity and Queue Analysis Sheets

Timings  
1: Bloor Street & Bridgewood Drive

<Existing> Weekday AM Peak Hour  
12/14/2021

|   | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group                              | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
| Lane Configurations                     | 36    | 741   | 8     | 418   | 49    | 7     | 56    | 4     |
| Traffic Volume (vph)                    | 36    | 741   | 8     | 418   | 49    | 7     | 56    | 4     |
| Future Volume (vph)                     | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Turn Type                               | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Protected Phases                        | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Detector Phase                          | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Switch Phase                            | 8.0   | 8.0   | 8.0   | 8.0   | 12.0  | 12.0  | 12.0  | 12.0  |
| Minimum Initial (s)                     | 27.0  | 27.0  | 27.0  | 27.0  | 30.5  | 30.5  | 30.5  | 30.5  |
| Minimum Split (s)                       | 60.0  | 60.0  | 60.0  | 60.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)                         | 60.0% | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s)                         | 3.5   | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)                        | 2.5   | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| Lost Time Adjust (s)                    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)                     | 6.0   | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   |
| Lead/Lag                                |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?                      | Max   | Max   | Max   | Max   | None  | None  | None  | None  |
| Recall Mode                             | 56.9  | 56.9  | 12.6  | 12.6  | 12.6  | 12.6  | 12.6  | 12.6  |
| Act Effct Green (s)                     | 0.69  | 0.69  | 0.15  | 0.15  | 0.15  | 0.15  | 0.15  | 0.15  |
| Actuated g/C Ratio                      | 0.38  | 0.22  | 0.36  | 0.36  | 0.49  | 0.49  | 0.49  | 0.49  |
| v/c Ratio                               | 5.9   | 4.8   | 27.3  | 24.7  | 24.7  | 24.7  | 24.7  | 24.7  |
| Control Delay                           | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Queue Delay                             | 5.9   | 4.8   | 27.3  | 24.7  | 24.7  | 24.7  | 24.7  | 24.7  |
| Total Delay                             | A     | A     | A     | A     | C     | C     | C     | C     |
| LOS                                     | 5.9   | 4.8   | 27.3  | 24.7  | 24.7  | 24.7  | 24.7  | 24.7  |
| Approach Delay                          | A     | A     | A     | A     | C     | C     | C     | C     |
| Approach LOS                            |       |       |       |       |       |       |       |       |
| Intersection Summary                    |       |       |       |       |       |       |       |       |
| Cycle Length: 100                       |       |       |       |       |       |       |       |       |
| Actuated Cycle Length: 82               |       |       |       |       |       |       |       |       |
| Natural Cycle: 60                       |       |       |       |       |       |       |       |       |
| Control Type: Actuated-Uncoordinated    |       |       |       |       |       |       |       |       |
| Maximum v/c Ratio: 0.49                 |       |       |       |       |       |       |       |       |
| Intersection Signal Delay: 8.2          |       |       |       |       |       |       |       |       |
| Intersection Capacity Utilization 69.7% |       |       |       |       |       |       |       |       |
| Analysis Period (min) 15                |       |       |       |       |       |       |       |       |



Queues  
1: Bloor Street & Bridgewood Drive

<Existing> Weekday AM Peak Hour  
12/14/2021

|                        | EBT   | WBT   | NBT  | SBT   |
|------------------------|-------|-------|------|-------|
| Lane Group             | EBT   | WBT   | NBT  | SBT   |
| Lane Group Flow (vph)  | 855   | 498   | 83   | 129   |
| v/c Ratio              | 0.38  | 0.22  | 0.36 | 0.49  |
| Control Delay          | 5.9   | 4.8   | 27.3 | 24.7  |
| Queue Delay            | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Delay            | 5.9   | 4.8   | 27.3 | 24.7  |
| Queue Length 50th (m)  | 23.8  | 11.6  | 8.2  | 10.0  |
| Queue Length 95th (m)  | 36.6  | 19.0  | 20.4 | 25.7  |
| Internal Link Dist (m) | 154.6 | 492.4 | 61.1 | 137.6 |
| Turn Bay Length (m)    | 2225  | 2277  | 579  | 620   |
| Base Capacity (vph)    | 0     | 0     | 0    | 0     |
| Starvation Cap Reductn | 0     | 0     | 0    | 0     |
| Spillback Cap Reductn  | 0     | 0     | 0    | 0     |
| Storage Cap Reductn    | 0     | 0     | 0    | 0     |
| Reduced v/c Ratio      | 0.38  | 0.22  | 0.14 | 0.21  |
| Intersection Summary   |       |       |      |       |



HCM Signalized Intersection Capacity Analysis <Existing> Weekday AM Peak Hour 12/14/2021  
 1: Bloor Street & Bridgwood Drive

| Movement                          | EBL                             | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|-----------------------------------|---------------------------------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| Lane Configurations               | 36                              | 741  | 27   | 8    | 418  | 41   | 49    | 7     | 23    | 56    | 4     | 61    |
| Traffic Volume (vph)              | 36                              | 741  | 27   | 8    | 418  | 41   | 49    | 7     | 23    | 56    | 4     | 61    |
| Future Volume (vph)               | 1900                            | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Ideal Flow (vphpl)                | 6.0                             | 6.0  | 6.0  | 6.5  | 6.5  | 6.5  | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   |
| Total Lost time (s)               | 0.95                            | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Lane Util. Factor                 | 1.00                            | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 | 0.99  | 0.99  | 0.99  | 0.99  | 0.99  | 0.99  |
| Frb. ped/bikes                    | 1.00                            | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 | 0.99  | 0.99  | 0.99  | 0.99  | 0.99  | 0.99  |
| Frb. ped/bikes                    | 0.99                            | 0.99 | 0.99 | 0.96 | 0.96 | 0.96 | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  |
| Flt Protected                     | 1.00                            | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |
| Satd. Flow (prot)                 | 3506                            | 3483 | 3483 | 1764 | 1764 | 1764 | 1701  | 1701  | 1701  | 1701  | 1701  | 1701  |
| Flt Permitted                     | 0.91                            | 0.94 | 0.94 | 0.76 | 0.76 | 0.76 | 0.83  | 0.83  | 0.83  | 0.83  | 0.83  | 0.83  |
| Satd. Flow (perm)                 | 3209                            | 3276 | 3276 | 1364 | 1364 | 1364 | 1436  | 1436  | 1436  | 1436  | 1436  | 1436  |
| Peak-hour factor, PHF             | 0.94                            | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94  | 0.94  | 0.94  | 0.94  | 0.94  | 0.94  |
| Adj. Flow (vph)                   | 38                              | 788  | 29   | 9    | 445  | 44   | 52    | 7     | 24    | 60    | 4     | 65    |
| RTOR Reduction (vph)              | 0                               | 2    | 0    | 0    | 5    | 0    | 0     | 19    | 0     | 0     | 0     | 47    |
| Lane Group Flow (vph)             | 0                               | 853  | 0    | 0    | 493  | 0    | 0     | 64    | 0     | 0     | 0     | 82    |
| Confl. Peds. (#/hr)               | 13                              | 10   | 10   | 13   | 17   | 17   | 9     | 9     | 9     | 9     | 9     | 17    |
| Heavy Vehicles (%)                | 6%                              | 3%   | 4%   | 2%   | 3%   | 2%   | 0%    | 0%    | 0%    | 2%    | 2%    | 0%    |
| Turn Type                         | Perm                            | NA   | NA   | Perm | NA   | NA   | Perm  | NA    | NA    | Perm  | NA    | NA    |
| Protected Phases                  | 2                               | 2    | 2    | 2    | 2    | 2    | 4     | 4     | 4     | 4     | 4     | 4     |
| Permitted Phases                  | 2                               | 2    | 2    | 4    | 4    | 4    | 4     | 4     | 4     | 4     | 4     | 4     |
| Actuated Green, G (s)             | 56.9                            | 56.9 | 56.9 | 12.6 | 12.6 | 12.6 | 12.6  | 12.6  | 12.6  | 12.6  | 12.6  | 12.6  |
| Effective Green, g (s)            | 56.9                            | 56.9 | 56.9 | 12.6 | 12.6 | 12.6 | 12.6  | 12.6  | 12.6  | 12.6  | 12.6  | 12.6  |
| Actuated G/C Ratio                | 0.69                            | 0.69 | 0.69 | 0.15 | 0.15 | 0.15 | 0.15  | 0.15  | 0.15  | 0.15  | 0.15  | 0.15  |
| Clearance Time (s)                | 6.0                             | 6.0  | 6.0  | 6.5  | 6.5  | 6.5  | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   |
| Vehicle Extension (s)             | 3.0                             | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 2226                            | 2273 | 2273 | 212  | 212  | 212  | 220   | 220   | 220   | 220   | 220   | 220   |
| v/s Ratio Prot                    | c0.27                           | 0.15 | 0.15 | 0.05 | 0.05 | 0.05 | c0.06 | c0.06 | c0.06 | c0.06 | c0.06 | c0.06 |
| v/c Ratio                         | 0.38                            | 0.22 | 0.22 | 0.30 | 0.30 | 0.30 | 0.37  | 0.37  | 0.37  | 0.37  | 0.37  | 0.37  |
| Uniform Delay, d1                 | 5.2                             | 4.5  | 4.5  | 30.8 | 30.8 | 30.8 | 31.2  | 31.2  | 31.2  | 31.2  | 31.2  | 31.2  |
| Progression Factor                | 1.00                            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 0.5                             | 0.2  | 0.2  | 0.8  | 0.8  | 0.8  | 1.1   | 1.1   | 1.1   | 1.1   | 1.1   | 1.1   |
| Delay (s)                         | 5.7                             | 4.7  | 4.7  | 31.6 | 31.6 | 31.6 | 32.2  | 32.2  | 32.2  | 32.2  | 32.2  | 32.2  |
| Level of Service                  | A                               | A    | A    | C    | C    | C    | C     | C     | C     | C     | C     | C     |
| Approach Delay (s)                | 5.7                             | 4.7  | 4.7  | 31.6 | 31.6 | 31.6 | 32.2  | 32.2  | 32.2  | 32.2  | 32.2  | 32.2  |
| Approach LOS                      | A                               | A    | A    | C    | C    | C    | C     | C     | C     | C     | C     | C     |
| Intersection Summary              |                                 |      |      |      |      |      |       |       |       |       |       |       |
| HCM 2000 Control Delay            | 9.0 HCM 2000 Level of Service A |      |      |      |      |      |       |       |       |       |       |       |
| HCM 2000 Volume to Capacity ratio | 0.38                            |      |      |      |      |      |       |       |       |       |       |       |
| Actuated Cycle Length (s)         | 82.0 Sum of lost time (s) 12.5  |      |      |      |      |      |       |       |       |       |       |       |
| Intersection Capacity Utilization | 69.7% ICU Level of Service C    |      |      |      |      |      |       |       |       |       |       |       |
| Analysis Period (min)             | 15                              |      |      |      |      |      |       |       |       |       |       |       |
| c Critical Lane Group             |                                 |      |      |      |      |      |       |       |       |       |       |       |

HCM Unsignalized Intersection Capacity Analysis <Existing> Weekday AM Peak Hour 12/14/2021  
 2: Bloor Street & 1785 Bloor Street Driveway

| Movement                          | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | SBL  | SBR  |
|-----------------------------------|-------|------|------|------|------|------|------|------|
| Lane Configurations               | 9     | 812  | 528  | 7    | 5    | 9    | 5    | 9    |
| Traffic Volume (veh/h)            | 9     | 812  | 528  | 7    | 5    | 9    | 5    | 9    |
| Future Volume (Veh/h)             | 9     | 812  | 528  | 7    | 5    | 9    | 5    | 9    |
| Sign Control                      | Free  | Free | Free | Free | Free | Free | Stop | Stop |
| Grade                             | 0%    | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |
| Peak Hour Factor                  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 10    | 883  | 574  | 8    | 5    | 10   | 5    | 10   |
| Pedestrians                       |       |      |      |      |      |      |      |      |
| Lane Width (m)                    |       |      |      |      |      |      |      |      |
| Walking Speed (m/s)               |       |      |      |      |      |      |      |      |
| Percent Blockage                  |       |      |      |      |      |      |      |      |
| Right turn flare (veh)            |       |      |      |      |      |      |      |      |
| Median type                       | None  | None | None | None | None | None | None | None |
| Median storage (veh)              |       |      |      |      |      |      |      |      |
| Upstream signal (m)               | 235   | 179  |      |      |      |      |      |      |
| pX, platoon unblocked             | 0.99  |      |      |      |      |      | 0.96 | 0.99 |
| vC, conflicting volume            | 582   |      |      |      |      |      | 1040 | 291  |
| vC1, stage 1 conf vol             |       |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |       |      |      |      |      |      |      |      |
| vCU, unblocked vol                | 569   |      |      |      |      |      | 927  | 277  |
| IC, single (s)                    | 4.1   |      |      |      |      |      | 6.8  | 6.9  |
| IC, 2 stage (s)                   | 2.2   |      |      |      |      |      | 3.5  | 3.3  |
| IF (s)                            | 99    |      |      |      |      |      | 98   | 99   |
| cM capacity (veh/h)               | 994   |      |      |      |      |      | 253  | 717  |
| Direction, Lane #                 | EB 1  | EB 2 | WB 1 | WB 2 | SB 1 | SB 2 |      |      |
| Volume Total                      | 304   | 589  | 383  | 199  | 15   | 15   |      |      |
| Volume Left                       | 10    | 0    | 0    | 0    | 0    | 5    |      |      |
| Volume Right                      | 0     | 0    | 0    | 0    | 8    | 10   |      |      |
| cSH                               | 994   | 1700 | 1700 | 1700 | 445  | 445  |      |      |
| Volume to Capacity                | 0.01  | 0.35 | 0.23 | 0.12 | 0.03 | 0.03 |      |      |
| Queue Length 95th (m)             | 0.2   | 0.0  | 0.0  | 0.0  | 0.0  | 0.8  |      |      |
| Control Delay (s)                 | 0.4   | 0.0  | 0.0  | 0.0  | 13.4 | 13.4 |      |      |
| Lane LOS                          | A     | A    | A    | A    | B    | B    |      |      |
| Approach Delay (s)                | 0.1   | 0.0  | 0.0  | 0.0  | 13.4 | 13.4 |      |      |
| Approach LOS                      |       |      |      |      | B    | B    |      |      |
| Intersection Summary              |       |      |      |      |      |      |      |      |
| Average Delay                     | 0.2   |      |      |      |      |      |      |      |
| Intersection Capacity Utilization | 38.8% |      |      |      |      |      |      |      |
| Analysis Period (min)             | 15    |      |      |      |      |      |      |      |
| ICU Level of Service              | A     |      |      |      |      |      |      |      |

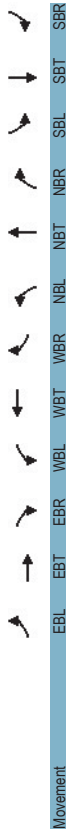
3: 1750 Bloor Street Driveway Access/1759 Bloor Street Driveway Access & Bloor Street/14/2021

4: Bloor Street & Fieldgate Drive

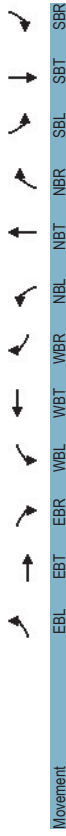
HCM Unsignalized Intersection Capacity Analysis <Existing> Weekday AM Peak Hour  
12/14/2021

Timings <Existing> Weekday AM Peak Hour  
12/14/2021

| Movement                          | EBL                    | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations               |                        | 4TB  |      | 4TB  |      |      |      | 4B   |      |      | 4B   |      |
| Traffic Volume (veh/h)            | 0                      | 793  | 7    | 6    | 537  | 0    | 19   | 0    | 19   | 0    | 0    | 0    |
| Future Volume (veh/h)             | 0                      | 793  | 7    | 6    | 537  | 0    | 19   | 0    | 19   | 0    | 0    | 0    |
| Sign Control                      |                        | Free |      | Free |      |      | Stop |      | Stop |      | Stop |      |
| Grade                             |                        | 0%   |      | 0%   |      |      | 0%   |      | 0%   |      | 0%   |      |
| Peak Hour Factor                  | 0.92                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 0                      | 862  | 8    | 7    | 584  | 0    | 21   | 0    | 21   | 0    | 0    | 0    |
| Pedestrians                       |                        |      |      |      |      |      |      |      |      |      |      |      |
| Lane Width (m)                    |                        |      |      |      |      |      |      |      |      |      |      |      |
| Walking Speed (m/s)               |                        |      |      |      |      |      |      |      |      |      |      |      |
| Percent Blockage                  |                        |      |      |      |      |      |      |      |      |      |      |      |
| Right turn flare (veh)            |                        |      |      |      |      |      |      |      |      |      |      |      |
| Median type                       |                        | None |      | None |      |      |      |      |      |      |      |      |
| Median storage (veh)              |                        |      |      |      |      |      |      |      |      |      |      |      |
| Upstream signal (m)               |                        | 214  |      |      | 200  |      |      |      |      |      |      |      |
| pX platoon unblocked              |                        |      | 0.95 |      | 0.95 |      | 0.95 |      | 0.95 |      | 0.95 |      |
| vC, conflicting volume            | 584                    |      | 870  |      | 1172 |      | 1464 |      | 435  |      | 1050 |      |
| vC1, stage 1 conf vol             |                        |      |      |      |      |      |      |      |      |      |      | 292  |
| vC2, stage 2 conf vol             |                        |      |      |      |      |      |      |      |      |      |      | 292  |
| vCv, unblocked vol                | 584                    |      | 754  |      | 1072 |      | 1380 |      | 295  |      | 943  |      |
| IC, single (s)                    | 4.1                    |      | 4.1  |      | 7.5  |      | 6.5  |      | 6.9  |      | 7.5  |      |
| IC, 2 stage (s)                   | 2.2                    |      | 2.2  |      | 3.5  |      | 4.0  |      | 3.3  |      | 3.5  |      |
| p0 queue free %                   | 100                    |      | 99   |      | 87   |      | 100  |      | 97   |      | 100  |      |
| CI capacity (veh/h)               | 987                    |      | 808  |      | 165  |      | 135  |      | 665  |      | 188  |      |
| Direction, Lane #                 | EB 1                   | EB 2 | WB 1 | WB 2 | NB 1 | NB 1 | SB 1 |      |      |      |      |      |
| Volume Total                      | 431                    | 439  | 299  | 292  | 42   | 0    | 0    |      |      |      |      |      |
| Volume Left                       | 0                      | 0    | 7    | 0    | 21   | 0    | 0    |      |      |      |      |      |
| Volume Right                      | 0                      | 8    | 0    | 0    | 21   | 0    | 0    |      |      |      |      |      |
| cSH                               | 987                    | 1700 | 808  | 1700 | 264  | 1700 |      |      |      |      |      |      |
| Volume to Capacity                | 0.00                   | 0.26 | 0.01 | 0.17 | 0.16 | 0.00 |      |      |      |      |      |      |
| Queue Length 95th (m)             | 0.0                    | 0.0  | 0.2  | 0.0  | 4.2  | 0.0  |      |      |      |      |      |      |
| Control Delay (s)                 | 0.0                    | 0.0  | 0.3  | 0.0  | 21.2 | 0.0  |      |      |      |      |      |      |
| Lane LOS                          | A                      | A    | C    | A    | C    | A    |      |      |      |      |      |      |
| Approach Delay (s)                | 0.0                    | 0.2  | 21.2 | 0.0  |      |      |      |      |      |      |      |      |
| Approach LOS                      | C                      | A    | C    | A    |      |      |      |      |      |      |      |      |
| Intersection Summary              |                        |      |      |      |      |      |      |      |      |      |      |      |
| Average Delay                     | 0.7                    |      |      |      |      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization | 32.1%                  |      |      |      |      |      |      |      |      |      |      |      |
| Analysis Period (min)             | 15                     |      |      |      |      |      |      |      |      |      |      |      |
|                                   | ICU Level of Service A |      |      |      |      |      |      |      |      |      |      |      |



| Lane Group  | EBL                    | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|---|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations                                       |                        | 4TB   |       | 4TB   |       |       |       | 4B    |       |       | 4B    |       |
| Traffic Volume (vph)                                      | 150                    | 542   | 33    | 395   | 56    | 35    | 177   | 38    |       |       | 177   | 38    |
| Future Volume (vph)                                       | 150                    | 542   | 33    | 395   | 56    | 35    | 177   | 38    |       |       | 177   | 38    |
| Turn Type   | pm-pt                  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases  | 5                      | 2     |       | 6     |       |       | 6     |       |       | 4     |       | 8     |
| Permitted Phases  | 2                      |       |       | 6     |       |       | 6     |       |       | 4     |       | 8     |
| Detector Phases   | 5                      | 2     |       | 6     |       |       | 6     |       |       | 4     |       | 8     |
| Switch Phase  |                        |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)                                       | 5.0                    | 8.0   | 1.0   | 1.0   | 8.0   | 8.0   | 1.0   | 1.0   | 1.0   | 8.0   | 1.0   | 1.0   |
| Minimum Split (s)   | 10.0                   | 34.0  | 34.0  | 34.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (s)   | 16.0                   | 60.0  | 44.0  | 44.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)   | 16.0%                  | 60.0% | 44.0% | 44.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s)   | 3.0                    | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)  | 0.0                    | 2.5   | 2.5   | 2.5   | 2.5   | 2.5   | 2.5   | 2.5   | 2.5   | 2.5   | 2.5   | 2.5   |
| Lost Time Adjust (s)                                      | 0.0                    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)                                       | 3.0                    | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   |
| Lead/Lag  | Lead                   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   |
| Lead-Lag Optimize?  | Yes                    | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Recall Mode   | None                   | C-Max | None  | None  | None  | None  | None  | None  | None  | None  | None  | None  |
| Ad Effct Green (s)  | 68.5                   | 65.5  | 54.6  | 54.6  | 22.0  | 22.0  | 22.0  | 22.0  | 22.0  | 22.0  | 22.0  | 22.0  |
| Actuated g/C Ratio  | 0.68                   | 0.66  | 0.55  | 0.55  | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  |
| v/C Ratio   | 0.27                   | 0.28  | 0.09  | 0.27  | 0.33  | 0.28  | 0.74  | 0.45  |       |       |       |       |
| Control Delay   | 7.8                    | 8.5   | 15.3  | 13.6  | 35.1  | 12.6  | 52.5  | 10.1  |       |       |       |       |
| Queue Delay   | 0.0                    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       |       |       |       |
| Total Delay   | 7.8                    | 8.5   | 15.3  | 13.6  | 35.1  | 12.6  | 52.5  | 10.1  |       |       |       |       |
| LOS   | A                      | A     | B     | B     | D     | D     | B     | D     | B     | D     | B     | D     |
| Approach Delay  |                        | 8.3   |       | 13.7  |       | 20.3  |       | 29.8  |       |       |       |       |
| Approach LOS  |                        | A     |       | B     |       | C     |       | C     |       |       |       |       |
| Intersection Summary                                      |                        |       |       |       |       |       |       |       |       |       |       |       |
| Cycle Length: 100   |                        |       |       |       |       |       |       |       |       |       |       |       |
| Actuated Cycle Length: 100                                |                        |       |       |       |       |       |       |       |       |       |       |       |
| Offset: 0 (0%), Referenced to phase 2EBTL, Start of Green |                        |       |       |       |       |       |       |       |       |       |       |       |
| Natural Cycle: 85   |                        |       |       |       |       |       |       |       |       |       |       |       |
| Control Type: Actuated-Coordinated                        |                        |       |       |       |       |       |       |       |       |       |       |       |
| Maximum v/C Ratio: 0.74                                   |                        |       |       |       |       |       |       |       |       |       |       |       |
| Intersection Signal Delay: 15.6                           |                        |       |       |       |       |       |       |       |       |       |       |       |
| Intersection Capacity Utilization 82.8%                   |                        |       |       |       |       |       |       |       |       |       |       |       |
| Analysis Period (min) 15                                  |                        |       |       |       |       |       |       |       |       |       |       |       |
|   | ICU Level of Service E |       |       |       |       |       |       |       |       |       |       |       |



Queues  
4: Bloor Street & Fieldgate Drive

HCM Signalized Intersection Capacity Analysis  
4: Bloor Street & Fieldgate Drive

<Existing> Weekday AM Peak Hour  
12/14/2021

<Existing> Weekday AM Peak Hour  
12/14/2021

|                        | EBL   | EBT  | WBL   | WBT  | NBL   | NBT  | SBL   | SBT  |
|------------------------|-------|------|-------|------|-------|------|-------|------|
| Lane Group             | EBL   | EBT  | WBL   | WBT  | NBL   | NBT  | SBL   | SBT  |
| Lane Group Flow (vph)  | 165   | 641  | 36    | 516  | 62    | 119  | 195   | 226  |
| v/c Ratio              | 0.27  | 0.28 | 0.09  | 0.27 | 0.33  | 0.28 | 0.74  | 0.45 |
| Control Delay          | 7.8   | 8.5  | 15.3  | 13.6 | 35.1  | 12.6 | 52.5  | 10.1 |
| Queue Delay            | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  |
| Total Delay            | 7.8   | 8.5  | 15.3  | 13.6 | 35.1  | 12.6 | 52.5  | 10.1 |
| Queue Length 50th (m)  | 9.7   | 24.2 | 3.1   | 24.8 | 10.2  | 5.9  | 35.5  | 6.6  |
| Queue Length 95th (m)  | 22.5  | 42.9 | 10.7  | 45.7 | 19.6  | 17.7 | 53.2  | 22.7 |
| Internal Link Dist (m) | 536.1 |      | 189.9 |      | 128.6 |      | 151.2 |      |
| Turn Bay Length (m)    | 50.0  |      | 50.0  |      | 40.0  |      | 25.0  |      |
| Base Capacity (vph)    | 669   | 2262 | 405   | 1882 | 286   | 600  | 399   | 665  |
| Starvation Cap Reductn | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    |
| Spillback Cap Reductn  | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    |
| Storage Cap Reductn    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    |
| Reduced v/c Ratio      | 0.25  | 0.28 | 0.09  | 0.27 | 0.22  | 0.20 | 0.49  | 0.34 |
| Intersection Summary   |       |      |       |      |       |      |       |      |

|                                   | EBL   | EBT   | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-----------------------------------|-------|-------|------|------|------|------|------|------|
| Lane Configurations               | EBL   | EBT   | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
| Traffic Volume (vph)              | 150   | 542   | 41   | 33   | 395  | 75   | 56   | 35   |
| Future Volume (vph)               | 150   | 542   | 41   | 33   | 395  | 75   | 56   | 35   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               | 3.0   | 6.0   | 6.0  | 6.0  | 6.5  | 6.5  | 6.5  | 6.5  |
| Lane Util. Factor                 | 1.00  | 0.95  | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fpb. ped/bikes                    | 1.00  | 0.99  | 1.00 | 0.99 | 1.00 | 0.95 | 1.00 | 0.97 |
| Fpb. ped/bikes                    | 0.99  | 1.00  | 0.98 | 1.00 | 0.98 | 1.00 | 0.95 | 1.00 |
| Frt                               | 1.00  | 0.99  | 1.00 | 0.98 | 1.00 | 0.90 | 1.00 | 0.88 |
| Flt Protected                     | 0.95  | 1.00  | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot)                 | 1791  | 3448  | 1733 | 3431 | 1674 | 1631 | 1666 | 1620 |
| Flt Permitted                     | 0.42  | 1.00  | 0.41 | 1.00 | 0.49 | 1.00 | 0.68 | 1.00 |
| Satd. Flow (perm)                 | 793   | 3448  | 745  | 3431 | 856  | 1631 | 1193 | 1620 |
| Peak-hour factor, PHF             | 0.91  | 0.91  | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph)                   | 165   | 596   | 45   | 36   | 434  | 82   | 62   | 38   |
| RTOR Reduction (vph)              | 0     | 4     | 0    | 0    | 11   | 0    | 0    | 63   |
| Lane Group Flow (vph)             | 165   | 637   | 0    | 36   | 505  | 0    | 62   | 56   |
| Confl. Peds. (#/hr)               | 29    | 30    | 30   | 30   | 29   | 30   | 66   | 66   |
| Heavy Vehicles (%)                | 1%    | 4%    | 7%   | 3%   | 1%   | 7%   | 0%   | 1%   |
| Turn Type                         | pm+pt | NA    | NA   | NA   | NA   | NA   | NA   | NA   |
| Protected Phases                  | 5     | 2     | 6    | 6    | 4    | 4    | 8    | 8    |
| Permitted Phases                  | 2     | 6     | 6    | 6    | 4    | 4    | 8    | 8    |
| Actuated Green, G (s)             | 65.5  | 65.5  | 54.5 | 54.5 | 22.0 | 22.0 | 22.0 | 22.0 |
| Effective Green, g (s)            | 65.5  | 65.5  | 54.5 | 54.5 | 22.0 | 22.0 | 22.0 | 22.0 |
| Actuated g/C Ratio                | 0.66  | 0.66  | 0.54 | 0.54 | 0.22 | 0.22 | 0.22 | 0.22 |
| Clearance Time (s)                | 3.0   | 6.0   | 6.0  | 6.0  | 6.5  | 6.5  | 6.5  | 6.5  |
| Vehicle Extension (s)             | 2.0   | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 599   | 2258  | 406  | 1869 | 188  | 368  | 262  | 356  |
| v/s Ratio Prot                    | 0.02  | c0.18 | 0.15 | 0.15 | 0.03 | 0.03 | 0.16 | 0.05 |
| v/s Ratio Perm                    | 0.16  | 0.05  | 0.05 | 0.07 | 0.07 | 0.07 | 0.16 | 0.05 |
| v/c Ratio                         | 0.28  | 0.28  | 0.09 | 0.27 | 0.33 | 0.16 | 0.74 | 0.23 |
| Uniform Delay, d1                 | 6.7   | 7.3   | 10.9 | 12.1 | 32.8 | 31.5 | 36.4 | 32.1 |
| Progression Factor                | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.1   | 0.3   | 0.1  | 0.1  | 0.1  | 0.2  | 10.9 | 0.3  |
| Delay (s)                         | 6.8   | 7.6   | 11.0 | 12.2 | 33.8 | 31.7 | 47.3 | 32.4 |
| Level of Service                  | A     | A     | B    | B    | C    | C    | D    | C    |
| Approach Delay (s)                | 7.4   |       | 12.1 |      | 32.4 |      | 39.3 |      |
| Approach LOS                      | A     |       | B    |      | C    |      | D    |      |
| Intersection Summary              |       |       |      |      |      |      |      |      |
| HCM 2000 Control Delay            | 17.9  |       |      |      |      |      |      |      |
| HCM 2000 Level of Service         | B     |       |      |      |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.41  |       |      |      |      |      |      |      |
| Actuated Cycle Length (s)         | 100.0 |       |      |      |      |      |      |      |
| Sum of lost time (s)              | 15.5  |       |      |      |      |      |      |      |
| Intersection Capacity Utilization | 82.8% |       |      |      |      |      |      |      |
| ICU Level of Service              | E     |       |      |      |      |      |      |      |
| Analysis Period (min)             | 15    |       |      |      |      |      |      |      |
| c. Critical Lane Group            |       |       |      |      |      |      |      |      |

Timings  
1: Bloor Street & Bridgewood Drive

<Existing> Weekday PM Peak Hour  
12/14/2021

|   | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group                              | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
| Lane Configurations                     | 21    | 599   | 28    | 821   | 19    | 5     | 37    | 5     |
| Traffic Volume (vph)                    | 21    | 599   | 28    | 821   | 19    | 5     | 37    | 5     |
| Future Volume (vph)                     | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Turn Type                               | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Protected Phases                        | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Permitted Phases                        | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Detector Phase                          | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Switch Phase                            | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Minimum Initial (s)                     | 8.0   | 8.0   | 8.0   | 8.0   | 12.0  | 12.0  | 12.0  | 12.0  |
| Minimum Split (s)                       | 27.0  | 27.0  | 27.0  | 27.0  | 30.5  | 30.5  | 30.5  | 30.5  |
| Total Split (s)                         | 60.0  | 60.0  | 60.0  | 60.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)                         | 60.0% | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s)                         | 3.5   | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)                        | 2.5   | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| Lost Time Adjust (s)                    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)                     | 6.0   | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   |
| Lead/Lag                                |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?                      | Max   | Max   | Max   | Max   | None  | None  | None  | None  |
| Recall Mode                             | Max   | Max   | Max   | Max   | None  | None  | None  | None  |
| Act Effct Green (s)                     | 61.9  | 61.9  | 61.9  | 61.9  | 12.1  | 12.1  | 12.1  | 12.1  |
| Actuated g/C Ratio                      | 0.76  | 0.76  | 0.76  | 0.76  | 0.15  | 0.15  | 0.15  | 0.15  |
| v/c Ratio                               | 0.29  | 0.39  | 0.39  | 0.39  | 0.19  | 0.31  | 0.31  | 0.31  |
| Control Delay                           | 4.5   | 5.1   | 5.1   | 5.1   | 21.9  | 24.3  | 24.3  | 24.3  |
| Queue Delay                             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay                             | 4.5   | 5.1   | 5.1   | 5.1   | 21.9  | 24.3  | 24.3  | 24.3  |
| LOS                                     | A     | A     | A     | A     | C     | C     | C     | C     |
| Approach Delay                          | 4.5   | 5.1   | 5.1   | 5.1   | 21.9  | 24.3  | 24.3  | 24.3  |
| Approach LOS                            | A     | A     | A     | A     | C     | C     | C     | C     |
| Intersection Summary                    |       |       |       |       |       |       |       |       |
| Cycle Length: 100                       |       |       |       |       |       |       |       |       |
| Actuated Cycle Length: 81.2             |       |       |       |       |       |       |       |       |
| Natural Cycle: 60                       |       |       |       |       |       |       |       |       |
| Control Type: Actuated-Uncoordinated    |       |       |       |       |       |       |       |       |
| Maximum v/c Ratio: 0.39                 |       |       |       |       |       |       |       |       |
| Intersection Signal Delay: 6.0          |       |       |       |       |       |       |       |       |
| Intersection Capacity Utilization 67.4% |       |       |       |       |       |       |       |       |
| Analysis Period (min) 15                |       |       |       |       |       |       |       |       |



Splits and Phases: 1: Bloor Street & Bridgewood Drive

Queues  
1: Bloor Street & Bridgewood Drive

<Existing> Weekday PM Peak Hour  
12/14/2021

|                        | EBT   | WBT   | NBT  | SBT   |
|------------------------|-------|-------|------|-------|
| Lane Group             | EBT   | WBT   | NBT  | SBT   |
| Lane Group Flow (vph)  | 706   | 969   | 44   | 75    |
| v/c Ratio              | 0.29  | 0.39  | 0.19 | 0.31  |
| Control Delay          | 4.5   | 5.1   | 21.9 | 24.3  |
| Queue Delay            | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Delay            | 4.5   | 5.1   | 21.9 | 24.3  |
| Queue Length 50th (m)  | 18.3  | 27.8  | 3.4  | 6.1   |
| Queue Length 95th (m)  | 25.4  | 37.6  | 11.8 | 17.3  |
| Internal Link Dist (m) | 154.6 | 492.4 | 61.1 | 137.6 |
| Turn Bay Length (m)    |       |       |      |       |
| Base Capacity (vph)    | 2450  | 2499  | 622  | 620   |
| Starvation Cap Reductn | 0     | 0     | 0    | 0     |
| Spillback Cap Reductn  | 0     | 0     | 0    | 0     |
| Storage Cap Reductn    | 0     | 0     | 0    | 0     |
| Reduced v/c Ratio      | 0.29  | 0.39  | 0.07 | 0.12  |
| Intersection Summary   |       |       |      |       |

HCM Signalized Intersection Capacity Analysis  
 1: Bloor Street & Bridgwood Drive  
 <Existing> Weekday PM Peak Hour  
 12/14/2021

| Movement                          | EBL                             | EBT   | EBR   | WBL  | WBT  | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|-----------------------------------|---------------------------------|-------|-------|------|------|------|-------|-------|-------|-------|-------|-------|
| Lane Configurations               |                                 | 4TB   | 4TB   |      | 4TB  |      | 4B    | 4B    |       |       | 4B    | 4B    |
| Traffic Volume (vph)              | 21                              | 599   | 36    | 28   | 821  | 52   | 19    | 5     | 18    | 37    | 5     | 28    |
| Future Volume (vph)               | 21                              | 599   | 36    | 28   | 821  | 52   | 19    | 5     | 18    | 37    | 5     | 28    |
| Ideal Flow (vphpl)                | 1900                            | 1900  | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 6.0                             | 6.0   | 6.0   | 6.0  | 6.0  | 6.0  | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   |
| Lane Util. Factor                 | 0.95                            | 0.95  | 0.95  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Fpb. ped/bikes                    | 1.00                            | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Fpb. ped/bikes                    | 0.99                            | 0.99  | 0.99  | 0.94 | 0.94 | 0.94 | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Flt Protected                     | 1.00                            | 1.00  | 1.00  | 0.98 | 0.98 | 0.98 | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |
| Satd. Flow (prot)                 | 3537                            | 3570  | 3570  | 1751 | 1751 | 1751 | 1752  | 1752  | 1752  | 1752  | 1752  | 1752  |
| Flt Permitted                     | 0.91                            | 0.92  | 0.92  | 0.82 | 0.82 | 0.82 | 0.81  | 0.81  | 0.81  | 0.81  | 0.81  | 0.81  |
| Satd. Flow (perm)                 | 3211                            | 3280  | 3280  | 1476 | 1476 | 1476 | 1456  | 1456  | 1456  | 1456  | 1456  | 1456  |
| Peak-hour factor, PHF             | 0.93                            | 0.93  | 0.93  | 0.93 | 0.93 | 0.93 | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Adj. Flow (vph)                   | 23                              | 644   | 39    | 30   | 883  | 56   | 20    | 5     | 19    | 40    | 5     | 30    |
| RTOR Reduction (vph)              | 0                               | 2     | 0     | 0    | 3    | 0    | 0     | 17    | 0     | 0     | 0     | 27    |
| Lane Group Flow (vph)             | 0                               | 704   | 0     | 0    | 986  | 0    | 0     | 27    | 0     | 0     | 0     | 48    |
| Contl. Peds. (#/hr)               | 13                              | 6     | 6     | 6    | 13   | 7    | 7     | 5     | 5     | 5     | 5     | 7     |
| Heavy Vehicles (%)                | 0%                              | 2%    | 3%    | 0%   | 1%   | 0%   | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| Turn Type                         | Perm                            | NA    | Perm  | NA   | Perm | NA   | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases                  | 2                               | 2     | 2     | 2    | 2    | 2    | 4     | 4     | 4     | 4     | 4     | 4     |
| Permitted Phases                  | 2                               | 2     | 2     | 2    | 2    | 2    | 4     | 4     | 4     | 4     | 4     | 4     |
| Actuated Green, G (s)             | 60.6                            | 60.6  | 60.6  | 60.6 | 60.6 | 60.6 | 9.5   | 9.5   | 9.5   | 9.5   | 9.5   | 9.5   |
| Effective Green, g (s)            | 60.6                            | 60.6  | 60.6  | 60.6 | 60.6 | 60.6 | 9.5   | 9.5   | 9.5   | 9.5   | 9.5   | 9.5   |
| Actuated G/C Ratio                | 0.73                            | 0.73  | 0.73  | 0.73 | 0.73 | 0.73 | 0.12  | 0.12  | 0.12  | 0.12  | 0.12  | 0.12  |
| Clearance Time (s)                | 6.0                             | 6.0   | 6.0   | 6.5  | 6.5  | 6.5  | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   |
| Vehicle Extension (s)             | 3.0                             | 3.0   | 3.0   | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 2355                            | 2406  | 2406  | 169  | 169  | 169  | 167   | 167   | 167   | 167   | 167   | 167   |
| v/s Ratio Prot                    |                                 |       |       |      |      |      |       |       |       |       |       |       |
| v/s Ratio Perm                    | 0.22                            | c0.29 | c0.29 | 0.02 | 0.02 | 0.02 | c0.03 | c0.03 | c0.03 | c0.03 | c0.03 | c0.03 |
| v/c Ratio                         | 0.30                            | 0.40  | 0.40  | 0.16 | 0.16 | 0.16 | 0.29  | 0.29  | 0.29  | 0.29  | 0.29  | 0.29  |
| Uniform Delay, d1                 | 3.8                             | 4.2   | 4.2   | 33.0 | 33.0 | 33.0 | 33.5  | 33.5  | 33.5  | 33.5  | 33.5  | 33.5  |
| Progression Factor                | 1.00                            | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 0.3                             | 0.5   | 0.5   | 0.4  | 0.4  | 0.4  | 0.4   | 0.4   | 0.4   | 0.4   | 0.4   | 0.4   |
| Delay (s)                         | 4.1                             | 4.7   | 4.7   | 33.4 | 33.4 | 33.4 | 34.4  | 34.4  | 34.4  | 34.4  | 34.4  | 34.4  |
| Level of Service                  | A                               | A     | A     | C    | C    | C    | C     | C     | C     | C     | C     | C     |
| Approach Delay (s)                | 4.1                             | 4.7   | 4.7   | 33.4 | 33.4 | 33.4 | 34.4  | 34.4  | 34.4  | 34.4  | 34.4  | 34.4  |
| Approach LOS                      | A                               | A     | A     | C    | C    | C    | C     | C     | C     | C     | C     | C     |
| Intersection Summary              |                                 |       |       |      |      |      |       |       |       |       |       |       |
| HCM 2000 Control Delay            | 6.4 HCM 2000 Level of Service A |       |       |      |      |      |       |       |       |       |       |       |
| HCM 2000 Volume to Capacity ratio | 0.39                            |       |       |      |      |      |       |       |       |       |       |       |
| Actuated Cycle Length (s)         | 82.6 Sum of lost time (s) 12.5  |       |       |      |      |      |       |       |       |       |       |       |
| Intersection Capacity Utilization | 67.4% ICU Level of Service C    |       |       |      |      |      |       |       |       |       |       |       |
| Analysis Period (min)             | 15                              |       |       |      |      |      |       |       |       |       |       |       |
| c Critical Lane Group             |                                 |       |       |      |      |      |       |       |       |       |       |       |

HCM Unsignalized Intersection Capacity Analysis  
 2: Bloor Street & 1785 Bloor Street Driveway  
 <Existing> Weekday PM Peak Hour  
 12/14/2021

| Movement                          | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | SBL  | SBR  |
|-----------------------------------|-------|------|------|------|------|------|------|------|
| Lane Configurations               |       | 4TB  | 4TB  |      | 4TB  |      | 4B   | 4B   |
| Traffic Volume (veh/h)            | 7     | 738  | 868  | 10   | 10   | 10   | 10   | 10   |
| Future Volume (Veh/h)             | 7     | 738  | 868  | 10   | 10   | 10   | 10   | 10   |
| Sign Control                      | Free  | Free | Free | Free | Free | Free | Stop | Stop |
| Grade                             | 0%    | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |
| Peak Hour Factor                  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 8     | 802  | 943  | 11   | 11   | 11   | 11   | 11   |
| Pedestrians                       |       |      |      |      |      |      |      |      |
| Lane Width (m)                    |       |      |      |      |      |      |      |      |
| Walking Speed (m/s)               |       |      |      |      |      |      |      |      |
| Percent Blockage                  |       |      |      |      |      |      |      |      |
| Right turn flare (veh)            | None  | None | None | None | None | None | None | None |
| Median type                       |       |      |      |      |      |      |      |      |
| Median storage (veh)              |       |      |      |      |      |      |      |      |
| Upstream signal (m)               |       | 235  | 179  |      |      |      |      |      |
| pk. platoon unblocked             | 0.92  |      |      | 0.93 | 0.92 |      |      |      |
| v/c conflicting volume            | 954   |      |      | 1366 | 477  |      |      |      |
| vC1, stage 1 conf vol             |       |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |       |      |      |      |      |      |      |      |
| VCU, unblocked vol                | 772   |      |      | 1116 | 252  |      |      |      |
| IC, single (s)                    | 4.1   |      |      | 6.8  | 6.9  |      |      |      |
| IC, 2 stage (s)                   | 2.2   |      |      | 3.5  | 3.3  |      |      |      |
| IF (s)                            | 99    |      |      | 94   | 98   |      |      |      |
| dm capacity (veh/h)               | 770   |      |      | 186  | 686  |      |      |      |
| Direction, Lane #                 | EB 1  | EB 2 | WB 1 | WB 2 | SB 1 |      |      |      |
| Volume Total                      | 275   | 535  | 629  | 325  | 22   |      |      |      |
| Volume Left                       | 8     | 0    | 0    | 0    | 11   |      |      |      |
| Volume Right                      | 0     | 0    | 0    | 0    | 11   |      |      |      |
| cSH                               | 770   | 1700 | 1700 | 1700 | 293  |      |      |      |
| Volume to Capacity                | 0.01  | 0.31 | 0.37 | 0.19 | 0.08 |      |      |      |
| Queue Length 95th (m)             | 0.2   | 0.0  | 0.0  | 0.0  | 1.8  |      |      |      |
| Control Delay (s)                 | 0.4   | 0.0  | 0.0  | 0.0  | 18.3 |      |      |      |
| Lane LOS                          | A     | A    | A    | A    | C    |      |      |      |
| Approach Delay (s)                | 0.1   | 0.0  | 0.0  | 0.0  | 18.3 |      |      |      |
| Approach LOS                      |       |      |      |      | C    |      |      |      |
| Intersection Summary              |       |      |      |      |      |      |      |      |
| Average Delay                     | 0.3   |      |      |      |      |      |      |      |
| Intersection Capacity Utilization | 35.3% |      |      |      |      |      |      |      |
| ICU Level of Service              | A     |      |      |      |      |      |      |      |
| Analysis Period (min)             | 15    |      |      |      |      |      |      |      |

3: 1750 Bloor Street Driveway Access/1759 Bloor Street Driveway Access & Bloor Street/14/2021

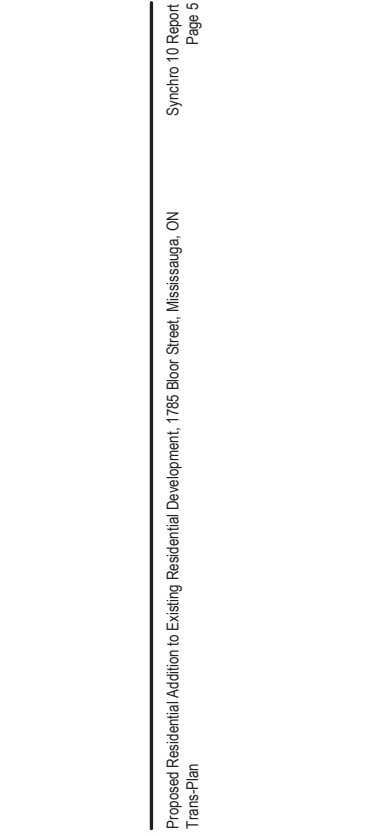
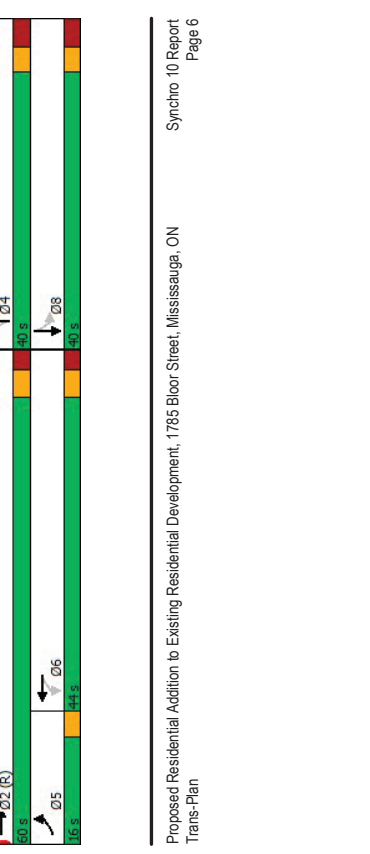
4: Bloor Street & Fieldgate Drive

HCM Unsignalized Intersection Capacity Analysis <Existing> Weekday PM Peak Hour

<Existing> Weekday PM Peak Hour 12/14/2021

| Movement                          | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations               | 0     | 4    | 4    | 4    | 4    | 4    | 0    | 0    | 0    | 0    | 0    | 0    |
| Traffic Volume (veh/h)            | 734   | 22   | 4    | 878  | 0    | 9    | 0    | 9    | 0    | 4    | 0    | 0    |
| Future Volume (veh/h)             | 0     | 734  | 22   | 4    | 878  | 0    | 9    | 0    | 4    | 0    | 0    | 0    |
| Sign Control                      | Free  | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| Grade                             | 0%    | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |
| Peak Hour Factor                  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 0     | 798  | 24   | 4    | 954  | 0    | 10   | 0    | 4    | 0    | 0    | 0    |
| Pedestrians                       |       |      |      |      |      |      |      |      |      |      |      |      |
| Lane Width (m)                    |       |      |      |      |      |      |      |      |      |      |      |      |
| Walking Speed (m/s)               |       |      |      |      |      |      |      |      |      |      |      |      |
| Percent Blockage                  |       |      |      |      |      |      |      |      |      |      |      |      |
| Right turn flare (veh)            |       |      |      |      |      |      |      |      |      |      |      |      |
| Median type                       |       |      |      |      |      |      |      |      |      |      |      |      |
| Median storage (veh)              |       |      |      |      |      |      |      |      |      |      |      |      |
| Upstream signal (m)               |       | 214  |      |      |      |      |      |      |      |      |      |      |
| pX platoon unblocked              | 0.92  | 0.96 | 0.92 | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.96 | 0.94 | 0.94 | 0.92 |
| vC, conflicting volume            | 954   | 822  |      |      |      |      | 1295 | 1772 | 411  | 1365 | 1784 | 477  |
| vC1, stage 1 conf vol             |       |      |      |      |      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |       |      |      |      |      |      |      |      |      |      |      |      |
| vCv, unblocked vol                | 786   | 737  |      |      |      |      | 1013 | 1519 | 310  | 1087 | 1531 | 270  |
| IC, single (s)                    | 4.1   | 4.1  |      |      |      |      | 7.5  | 6.5  | 6.9  | 7.5  | 6.5  | 6.9  |
| IC, 2 stage (s)                   | 2.2   | 2.2  |      |      |      |      | 3.5  | 4.0  | 3.3  | 3.5  | 4.0  | 3.3  |
| p0 queue free %                   | 100   | 100  |      |      |      |      | 94   | 100  | 99   | 100  | 100  | 100  |
| CI capacity (veh/h)               | 766   | 832  |      |      |      |      | 182  | 111  | 660  | 159  | 109  | 673  |
| Direction, Lane #                 | EB1   | EB2  | WB1  | WB2  | NB1  | SB1  |      |      |      |      |      |      |
| Volume Total                      | 399   | 423  | 481  | 477  | 14   | 0    |      |      |      |      |      |      |
| Volume Left                       | 0     | 0    | 4    | 0    | 10   | 0    |      |      |      |      |      |      |
| Volume Right                      | 0     | 24   | 0    | 0    | 4    | 0    |      |      |      |      |      |      |
| cSH                               | 766   | 1700 | 832  | 1700 | 229  | 1700 |      |      |      |      |      |      |
| Volume to Capacity                | 0.00  | 0.25 | 0.00 | 0.28 | 0.06 | 0.00 |      |      |      |      |      |      |
| Queue Length 95th (m)             | 0.0   | 0.0  | 0.1  | 0.0  | 1.5  | 0.0  |      |      |      |      |      |      |
| Control Delay (s)                 | 0.0   | 0.0  | 0.1  | 0.0  | 21.7 | 0.0  |      |      |      |      |      |      |
| Lane LOS                          | A     | A    | A    | C    | A    | A    |      |      |      |      |      |      |
| Approach Delay (s)                | 0.0   | 0.1  | 21.7 | 0.0  |      |      |      |      |      |      |      |      |
| Approach LOS                      | C     | A    | A    | C    | A    | A    |      |      |      |      |      |      |
| Intersection Summary              |       |      |      |      |      |      |      |      |      |      |      |      |
| Average Delay                     | 0.2   |      |      |      |      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization | 37.1% |      |      |      |      |      |      |      |      |      |      |      |
| Analysis Period (min)             | 15    |      |      |      |      |      |      |      |      |      |      |      |
| ICU Level of Service              | A     |      |      |      |      |      |      |      |      |      |      |      |

| Movement  | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations                                       | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     |
| Traffic Volume (vph)                                      | 93    | 551   | 61    | 641   | 58    | 27    | 126   | 49    |       |       |       |       |
| Future Volume (vph)                                       | 93    | 551   | 61    | 641   | 58    | 27    | 126   | 49    |       |       |       |       |
| Turn Type   | pm-pt | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases  | 5     | 2     |       | 6     |       |       | 4     |       |       | 4     |       | 8     |
| Permitted Phases  | 2     | 2     | 6     | 6     | 6     | 6     | 4     | 4     | 4     | 4     | 8     | 8     |
| Detector Phases   | 5     | 2     | 6     | 6     | 6     | 6     | 4     | 4     | 4     | 4     | 8     | 8     |
| Switch Phase  |       |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)                                       | 5.0   | 8.0   | 1.0   | 1.0   | 8.0   | 8.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Minimum Split (s)   | 10.0  | 34.0  | 34.0  | 34.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (s)   | 16.0  | 60.0  | 44.0  | 44.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)   | 16.0% | 60.0% | 44.0% | 44.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s)   | 3.0   | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)  | 0.0   | 2.5   | 2.5   | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| Lost Time Adjust (s)                                      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)                                       | 3.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   |
| Lead/Lag  | Lead  | Lag   | Lag   | Lag   | Lag   | Lag   | Lead  | Lead  | Lead  | Lead  | Lead  | Lead  |
| Lead-Lag Optimize?  | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Recall Mode   | None  | C-Max | None  | None  | None  | None  | None  | None  | None  | None  | None  | None  |
| Ad Eff Green (s)  | 74.0  | 71.0  | 63.3  | 63.3  | 63.3  | 63.3  | 16.5  | 16.5  | 16.5  | 16.5  | 16.5  | 16.5  |
| Actuated g/C Ratio  | 0.74  | 0.71  | 0.63  | 0.63  | 0.63  | 0.63  | 0.16  | 0.16  | 0.16  | 0.16  | 0.16  | 0.16  |
| v/C Ratio   | 0.21  | 0.28  | 0.15  | 0.37  | 0.40  | 0.29  | 0.40  | 0.29  | 0.40  | 0.29  | 0.48  | 0.48  |
| Control Delay   | 5.6   | 6.0   | 11.3  | 10.6  | 42.7  | 15.8  | 53.4  | 16.2  |       |       |       |       |
| Queue Delay   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay   | 5.6   | 6.0   | 11.3  | 10.6  | 42.7  | 15.8  | 53.4  | 16.2  |       |       |       |       |
| LOS   | A     | A     | B     | B     | D     | D     | B     | D     | B     | D     | B     | D     |
| Approach Delay  | 6.0   | 10.7  | 26.7  | 26.7  | 26.7  | 26.7  | 32.3  | 32.3  | 32.3  | 32.3  | 32.3  | 32.3  |
| Approach LOS  | A     | B     | B     | B     | C     | C     | C     | C     | C     | C     | C     | C     |
| Intersection Summary                                      |       |       |       |       |       |       |       |       |       |       |       |       |
| Cycle Length: 100   |       |       |       |       |       |       |       |       |       |       |       |       |
| Actuated Cycle Length: 100                                |       |       |       |       |       |       |       |       |       |       |       |       |
| Offset: 0 (0%), Referenced to phase 2EBTL, Start of Green |       |       |       |       |       |       |       |       |       |       |       |       |
| Natural Cycle: 85   |       |       |       |       |       |       |       |       |       |       |       |       |
| Control Type: Actuated-Coordinated                        |       |       |       |       |       |       |       |       |       |       |       |       |
| Maximum v/C Ratio: 0.67                                   |       |       |       |       |       |       |       |       |       |       |       |       |
| Intersection Signal Delay: 13.3                           |       |       |       |       |       |       |       |       |       |       |       |       |
| Intersection Capacity Utilization 75.6%                   |       |       |       |       |       |       |       |       |       |       |       |       |
| Analysis Period (min) 15                                  |       |       |       |       |       |       |       |       |       |       |       |       |



Queues  
4: Bloor Street & Fieldgate Drive

HCM Signalized Intersection Capacity Analysis  
4: Bloor Street & Fieldgate Drive

<Existing> Weekday PM Peak Hour  
12/14/2021

|                        | EBL   | EBT  | WBL  | WBT   | NBL  | NBT  | SBL   | SBT   |
|------------------------|-------|------|------|-------|------|------|-------|-------|
| Lane Group             | 103   | 701  | 68   | 824   | 64   | 93   | 140   | 183   |
| Lane Group Flow (vph)  | 0.21  | 0.28 | 0.15 | 0.37  | 0.40 | 0.29 | 0.67  | 0.48  |
| v/c Ratio              | 5.6   | 6.0  | 11.3 | 10.6  | 42.7 | 15.8 | 53.4  | 16.2  |
| Control Delay          | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0   |
| Queue Delay            | 5.6   | 6.0  | 11.3 | 10.6  | 42.7 | 15.8 | 53.4  | 16.2  |
| Total Delay            | 12.0  | 38.2 | 14.7 | 63.8  | 21.9 | 16.7 | 41.5  | 25.9  |
| Queue Length 50th (m)  | 4.6   | 21.3 | 5.1  | 37.3  | 11.2 | 5.0  | 25.8  | 9.2   |
| Queue Length 95th (m)  | 12.0  | 38.2 | 14.7 | 63.8  | 21.9 | 16.7 | 41.5  | 25.9  |
| Internal Link Dist (m) | 536.1 |      |      | 189.9 |      |      | 128.6 | 151.2 |
| Turn Bay Length (m)    | 50.0  |      | 50.0 |       | 40.0 |      | 25.0  |       |
| Base Capacity (vph)    | 566   | 2477 | 450  | 2201  | 326  | 591  | 427   | 635   |
| Starvation Cap Reductn | 0     | 0    | 0    | 0     | 0    | 0    | 0     | 0     |
| Spillback Cap Reductn  | 0     | 0    | 0    | 0     | 0    | 0    | 0     | 0     |
| Storage Cap Reductn    | 0     | 0    | 0    | 0     | 0    | 0    | 0     | 0     |
| Reduced v/c Ratio      | 0.18  | 0.28 | 0.15 | 0.37  | 0.20 | 0.16 | 0.33  | 0.29  |
| Intersection Summary   |       |      |      |       |      |      |       |       |

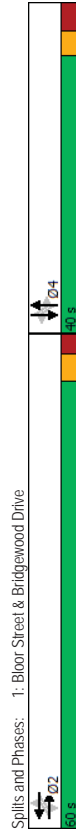
| Movement                          | EBL   | EBT   | WBL                       | WBT   | NBL  | NBT  | SBL  | SBT   | SBR  |
|-----------------------------------|-------|-------|---------------------------|-------|------|------|------|-------|------|
| Lane Configurations               | EB    | EB    | WB                        | WB    | NB   | NB   | SB   | SB    | SB   |
| Traffic Volume (vph)              | 93    | 551   | 80                        | 61    | 641  | 101  | 58   | 27    | 57   |
| Future Volume (vph)               | 93    | 551   | 80                        | 61    | 641  | 101  | 58   | 27    | 57   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900                      | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)               | 3.0   | 6.0   | 6.0                       | 6.0   | 6.5  | 6.5  | 6.5  | 6.5   | 6.5  |
| Lane Util. Factor                 | 1.00  | 0.95  | 1.00                      | 0.95  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Fpb. ped/bikes                    | 1.00  | 0.99  | 1.00                      | 0.99  | 1.00 | 0.97 | 1.00 | 0.97  | 1.00 |
| Fibb. ped/bikes                   | 1.00  | 1.00  | 0.98                      | 1.00  | 0.98 | 1.00 | 0.97 | 1.00  | 0.97 |
| Frt                               | 1.00  | 0.98  | 1.00                      | 0.98  | 1.00 | 0.90 | 1.00 | 0.89  | 1.00 |
| Flt Protected                     | 0.95  | 1.00  | 0.95                      | 1.00  | 0.95 | 1.00 | 0.95 | 1.00  | 0.89 |
| Satd. Flow (prot)                 | 1782  | 3480  | 1757                      | 3467  | 1758 | 1643 | 1739 | 1641  |      |
| Flt Permitted                     | 0.30  | 1.00  | 0.39                      | 1.00  | 0.53 | 1.00 | 0.70 | 1.00  |      |
| Satd. Flow (perm)                 | 554   | 3480  | 712                       | 3467  | 976  | 1643 | 1276 | 1641  |      |
| Peak-hour factor, PHF             | 0.90  | 0.90  | 0.90                      | 0.90  | 0.90 | 0.90 | 0.90 | 0.90  | 0.90 |
| Adj. Flow (vph)                   | 103   | 612   | 89                        | 68    | 712  | 112  | 64   | 30    | 63   |
| RTOR Reduction (vph)              | 0     | 7     | 0                         | 0     | 7    | 0    | 0    | 53    | 0    |
| Lane Group Flow (vph)             | 103   | 694   | 0                         | 68    | 817  | 0    | 64   | 40    | 140  |
| Conf. Peds. (#/hr)                | 35    | 27    | 27                        | 27    | 35   | 26   | 35   | 35    | 26   |
| Conf. Bikes (#/hr)                |       | 1     |                           |       | 1    |      |      |       | 1    |
| Turn Type                         | pm+pt | NA    | NA                        | NA    | NA   | NA   | NA   | NA    | NA   |
| Protected Phases                  | 5     | 2     |                           | 6     |      | 4    |      |       | 8    |
| Permitted Phases                  | 2     |       | 6                         |       | 4    |      |      |       | 8    |
| Actuated Green, G (s)             | 71.0  | 71.0  | 62.7                      | 62.7  | 16.5 | 16.5 | 16.5 | 16.5  | 16.5 |
| Effective Green, g (s)            | 71.0  | 71.0  | 62.7                      | 62.7  | 16.5 | 16.5 | 16.5 | 16.5  | 16.5 |
| Actuated g/C Ratio                | 0.71  | 0.71  | 0.63                      | 0.63  | 0.16 | 0.16 | 0.16 | 0.16  | 0.16 |
| Clearance Time (s)                | 3.0   | 6.0   | 6.0                       | 6.0   | 6.5  | 6.5  | 6.5  | 6.5   | 6.5  |
| Vehicle Extension (s)             | 2.0   | 3.0   | 3.0                       | 3.0   | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)                | 458   | 2470  | 446                       | 2173  | 161  | 271  | 210  | 270   |      |
| v/s Ratio Prot                    | 0.01  | c0.20 |                           | c0.24 |      | 0.02 |      | 0.05  |      |
| v/s Ratio Perm                    | 0.15  |       | 0.10                      |       | 0.07 |      |      | c0.11 |      |
| v/c Ratio                         | 0.22  | 0.28  | 0.15                      | 0.38  | 0.40 | 0.15 | 0.67 | 0.28  |      |
| Uniform Delay, d1                 | 4.9   | 5.3   | 7.7                       | 9.1   | 37.3 | 35.7 | 39.2 | 36.5  |      |
| Progression Factor                | 1.00  | 1.00  | 1.00                      | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  |      |
| Incremental Delay, d2             | 0.1   | 0.3   | 0.2                       | 0.1   | 1.6  | 0.3  | 7.8  | 0.6   |      |
| Delay (s)                         | 5.0   | 5.5   | 7.9                       | 9.2   | 38.9 | 36.0 | 46.9 | 37.1  |      |
| Level of Service                  | A     | A     | A                         | A     | D    | D    | D    | D     |      |
| Approach Delay (s)                | 5.5   |       | 9.1                       |       | 37.2 |      | 41.4 |       |      |
| Approach LOS                      | A     |       | A                         |       | D    |      | D    |       |      |
| Intersection Summary              |       |       |                           |       |      |      |      |       |      |
| HCM 2000 Control Delay            | 14.6  |       | HCM 2000 Level of Service |       | B    |      |      |       |      |
| HCM 2000 Volume to Capacity ratio | 0.43  |       |                           |       |      |      |      |       |      |
| Actuated Cycle Length (s)         | 100.0 |       | Sum of lost time (s)      |       | 15.5 |      |      |       |      |
| Intersection Capacity Utilization | 75.6% |       | ICU Level of Service      |       | D    |      |      |       |      |
| Analysis Period (min)             | 15    |       |                           |       |      |      |      |       |      |
| c. Critical Lane Group            |       |       |                           |       |      |      |      |       |      |



Timings  
1: Bloor Street & Bridgewood Drive

05-25-2022  
<Background> 2027 Weekday AM Peak Hour

|  | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|--|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group                               | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
| Lane Configurations                      | 36    | 770   | 28    | 445   | 124   | 12    | 56    | 9     |
| Traffic Volume (vph)                     | 36    | 770   | 28    | 445   | 124   | 12    | 56    | 9     |
| Future Volume (vph)                      | 36    | 770   | 28    | 445   | 124   | 12    | 56    | 9     |
| Turn Type                                | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases                         | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Permitted Phases                         | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Detector Phase                           | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Switch Phase                             | 8.0   | 8.0   | 8.0   | 8.0   | 12.0  | 12.0  | 12.0  | 12.0  |
| Minimum Initial (s)                      | 27.0  | 27.0  | 27.0  | 27.0  | 30.5  | 30.5  | 30.5  | 30.5  |
| Minimum Split (s)                        | 60.0  | 60.0  | 60.0  | 60.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (s)                          | 60.0% | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Total Split (%)                          | 3.5   | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| Yellow Time (s)                          | 2.5   | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)                         | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Lost Time Adjust (s)                     | 6.0   | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   |
| Total Lost Time (s)                      |       |       |       |       |       |       |       |       |
| Lead/Lag                                 |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?                       |       |       |       |       |       |       |       |       |
| Recall Mode                              | Max   | Max   | Max   | Max   | None  | None  | None  | None  |
| Act Effct Green (s)                      | 54.2  | 54.2  | 54.2  | 54.2  | 17.7  | 17.7  | 17.7  | 17.7  |
| Actuated g/C Ratio                       | 0.64  | 0.64  | 0.64  | 0.64  | 0.21  | 0.21  | 0.21  | 0.21  |
| v/c Ratio                                | 0.45  | 0.45  | 0.28  | 0.28  | 0.70  | 0.42  | 0.42  | 0.42  |
| Control Delay                            | 9.1   | 9.1   | 7.5   | 7.5   | 39.8  | 21.8  | 21.8  | 21.8  |
| Queue Delay                              | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay                              | 9.1   | 9.1   | 7.5   | 7.5   | 39.8  | 21.8  | 21.8  | 21.8  |
| LOS                                      | A     | A     | A     | A     | D     | D     | C     | C     |
| Approach Delay                           | 9.1   | 9.1   | 7.5   | 7.5   | 39.8  | 21.8  | 21.8  | 21.8  |
| Approach LOS                             | A     | A     | A     | A     | D     | D     | C     | C     |
| Intersection Summary                     |       |       |       |       |       |       |       |       |
| Cycle Length: 100                        |       |       |       |       |       |       |       |       |
| Actuated Cycle Length: 84.4              |       |       |       |       |       |       |       |       |
| Natural Cycle: 60                        |       |       |       |       |       |       |       |       |
| Control Type: Actuated-Uncoordinated     |       |       |       |       |       |       |       |       |
| Maximum v/c Ratio: 0.70                  |       |       |       |       |       |       |       |       |
| Intersection Signal Delay: 13.2          |       |       |       |       |       |       |       |       |
| Intersection Capacity Utilization: 75.2% |       |       |       |       |       |       |       |       |
| Analysis Period (min): 15                |       |       |       |       |       |       |       |       |



Splits and Phases: 1: Bloor Street & Bridgewood Drive

HCM Signalized Intersection Capacity Analysis  
1: Bloor Street & Bridgewood Drive

06-25-2022  
<Background> 2027 Weekday AM Peak Hour

|                                   | EBL   | EBT   | WBL                       | WBT  | NBL   | NBT   | SBL  | SBT  | SBR  |
|-----------------------------------|-------|-------|---------------------------|------|-------|-------|------|------|------|
| Lane Configurations               | EBL   | EBT   | WBL                       | WBT  | NBL   | NBT   | SBL  | SBT  | SBR  |
| Traffic Volume (vph)              | 36    | 770   | 28                        | 445  | 124   | 12    | 63   | 56   | 9    |
| Future Volume (vph)               | 36    | 770   | 28                        | 445  | 124   | 12    | 63   | 56   | 9    |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900                      | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)               | 6.0   | 6.0   | 6.0                       | 6.0  | 6.5   | 6.5   | 6.5  | 6.5  | 6.5  |
| Lane Util. Factor                 | 0.95  | 0.95  | 1.00                      | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |
| Fpb. ped/bikes                    | 1.00  | 1.00  | 1.00                      | 1.00 | 0.99  | 0.99  | 1.00 | 1.00 | 0.99 |
| Fpb. ped/bikes                    | 1.00  | 1.00  | 1.00                      | 1.00 | 0.99  | 0.99  | 1.00 | 1.00 | 0.93 |
| Frt                               | 0.99  | 0.99  | 0.99                      | 0.99 | 0.96  | 0.96  | 0.98 | 0.98 | 0.93 |
| Flt Protected                     | 1.00  | 1.00  | 1.00                      | 1.00 | 0.97  | 0.97  | 1.00 | 1.00 | 0.98 |
| Satd. Flow (prot)                 | 3484  | 3484  | 3480                      | 3480 | 1756  | 1756  | 1708 | 1708 | 1708 |
| Flt Permitted                     | 0.91  | 0.91  | 0.87                      | 0.87 | 0.75  | 0.75  | 0.78 | 0.78 | 0.78 |
| Satd. Flow (perm)                 | 3181  | 3181  | 3049                      | 3049 | 1357  | 1357  | 1360 | 1360 | 1360 |
| Peak-Hour factor, PHF             | 0.94  | 0.94  | 0.94                      | 0.94 | 0.94  | 0.94  | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph)                   | 38    | 819   | 61                        | 30   | 473   | 46    | 132  | 67   | 60   |
| RTOR Reduction (vph)              | 0     | 4     | 0                         | 0    | 5     | 0     | 20   | 0    | 42   |
| Lane Group Flow (vph)             | 0     | 914   | 0                         | 0    | 544   | 0     | 192  | 0    | 96   |
| Confl. Peds. (#/hr)               | 13    | 10    | 10                        | 10   | 13    | 17    | 9    | 9    | 17   |
| Heavy Vehicles (%)                | 6%    | 3%    | 4%                        | 2%   | 3%    | 2%    | 0%   | 2%   | 2%   |
| Turn Type                         | Perm  | NA    | Perm                      | NA   | Perm  | NA    | Perm | NA   | NA   |
| Protected Phases                  | 2     | 2     | 2                         | 2    | 4     | 4     | 4    | 4    | 4    |
| Permitted Phases                  | 2     | 2     | 2                         | 2    | 4     | 4     | 4    | 4    | 4    |
| Actuated Green, G (s)             | 54.2  | 54.2  | 54.2                      | 54.2 | 17.7  | 17.7  | 17.7 | 17.7 | 17.7 |
| Effective Green, g (s)            | 54.2  | 54.2  | 54.2                      | 54.2 | 17.7  | 17.7  | 17.7 | 17.7 | 17.7 |
| Actuated g/C Ratio                | 0.64  | 0.64  | 0.64                      | 0.64 | 0.21  | 0.21  | 0.21 | 0.21 | 0.21 |
| Clearance Time (s)                | 6.0   | 6.0   | 6.0                       | 6.0  | 6.5   | 6.5   | 6.5  | 6.5  | 6.5  |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0                       | 3.0  | 3.0   | 3.0   | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 2042  | 2042  | 1958                      | 1958 | 284   | 284   | 285  | 285  | 285  |
| v/s Ratio Plot                    |       |       |                           |      |       |       |      |      |      |
| v/s Ratio Perm                    | c0.29 | c0.29 | 0.18                      | 0.18 | c0.14 | c0.14 | 0.07 | 0.07 | 0.07 |
| v/c Ratio                         | 0.45  | 0.45  | 0.28                      | 0.28 | 0.68  | 0.68  | 0.34 | 0.34 | 0.34 |
| Uniform Delay, d1                 | 7.6   | 7.6   | 6.6                       | 6.6  | 30.7  | 30.7  | 28.4 | 28.4 | 28.4 |
| Progression Factor                | 1.00  | 1.00  | 1.00                      | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.7   | 0.7   | 0.4                       | 0.4  | 6.3   | 6.3   | 0.7  | 0.7  | 0.7  |
| Delay (s)                         | 8.3   | 8.3   | 6.9                       | 6.9  | 37.0  | 37.0  | 29.1 | 29.1 | 29.1 |
| Level of Service                  | A     | A     | A                         | A    | D     | D     | C    | C    | C    |
| Approach Delay (s)                | 8.3   | 8.3   | 6.9                       | 6.9  | 37.0  | 37.0  | 29.1 | 29.1 | 29.1 |
| Approach LOS                      | A     | A     | A                         | A    | D     | D     | C    | C    | C    |
| Intersection Summary              |       |       |                           |      |       |       |      |      |      |
| HCM 2000 Control Delay            | 12.8  | 12.8  | HCM 2000 Level of Service | B    |       |       |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.50  | 0.50  |                           |      |       |       |      |      |      |
| Actuated Cycle Length (s)         | 84.4  | 84.4  | Sum of lost time (s)      | 12.5 |       |       |      |      |      |
| Intersection Capacity Utilization | 75.2% | 75.2% | ICU Level of Service      | D    |       |       |      |      |      |
| Analysis Period (min)             | 15    | 15    |                           |      |       |       |      |      |      |
| c. Critical Lane Group            |       |       |                           |      |       |       |      |      |      |

2: Bloor Street & 1785 Bloor Street Drive

3: 1750 Bloor Street Drive/1759 Bloor Street Drive & Bloor Street

HCM Unsignalized Intersection Capacity Analysis<Background> 2027 Weekday AM Peak Hour  
05-25-2022

<Background> 2027 Weekday AM Peak Hour  
05-25-2022

| Movement                          | EBL   | EBT  | WBT  | WBR  | SBL  | SBR  |
|-----------------------------------|-------|------|------|------|------|------|
| Lane Configurations               |       | 4TB  | 4TB  |      | W    |      |
| Traffic Volume (veh/h)            | 9     | 871  | 633  | 7    | 5    | 9    |
| Future Volume (Veh/h)             | 9     | 871  | 633  | 7    | 5    | 9    |
| Sign Control                      | Free  | Free | Free | Stop | Stop |      |
| Grade                             | 0%    | 0%   | 0%   | 0%   | 0%   |      |
| Peak Hour Factor                  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 |      |
| Hourly flow rate (vph)            | 10    | 947  | 688  | 8    | 5    | 10   |
| Pedestrians                       |       |      |      |      |      |      |
| Lane Width (m)                    |       |      |      |      |      |      |
| Walking Speed (m/s)               |       |      |      |      |      |      |
| Percent Blockage                  |       |      |      |      |      |      |
| Right turn flare (veh)            |       |      |      |      |      |      |
| Median type                       | None  | None | None |      |      |      |
| Median storage (veh)              |       |      |      |      |      |      |
| Upstream signal (m)               | 21    | 179  |      |      |      |      |
| pX platoon unblocked              | 0.97  |      |      | 0.92 | 0.97 |      |
| VC, conflicting volume            | 6%    |      |      | 1186 | 348  |      |
| VC1, stage 1 conf vol             |       |      |      |      |      |      |
| VC2, stage 2 conf vol             |       |      |      |      |      |      |
| VCu, unblocked vol                | 635   |      |      | 904  | 278  |      |
| IC, single (s)                    | 4.1   |      |      | 6.8  | 6.9  |      |
| IC, 2 stage (s)                   | 2.2   |      |      | 3.5  | 3.3  |      |
| IF (s)                            | 99    |      |      | 98   | 99   |      |
| p0 queue free %                   | 920   |      |      | 252  | 701  |      |
| CM capacity (veh/h)               |       |      |      |      |      |      |
| Direction, Lane #                 | EB 1  | EB 2 | WB 1 | WB 2 | SB 1 | SB 2 |
| Volumes Total                     | 326   | 631  | 459  | 237  | 15   |      |
| Volume Left                       | 10    | 0    | 0    | 0    | 5    |      |
| Volume Right                      | 0     | 0    | 0    | 8    | 10   |      |
| cSH                               | 920   | 1700 | 1700 | 1700 | 440  |      |
| Volumes to Capacity               | 0.01  | 0.37 | 0.27 | 0.14 | 0.03 |      |
| Queue Length 95th (m)             | 0.3   | 0.0  | 0.0  | 0.0  | 0.8  |      |
| Control Delay (s)                 | 0.4   | 0.0  | 0.0  | 0.0  | 13.5 |      |
| Lane LOS                          | A     |      |      |      | B    |      |
| Approach Delay (s)                | 0.1   |      | 0.0  |      | 13.5 |      |
| Approach LOS                      |       |      |      |      | B    |      |
| Intersection Summary              |       |      |      |      |      |      |
| Average Delay                     | 0.2   |      |      |      |      |      |
| Intersection Capacity Utilization | 40.4% |      |      |      |      |      |
| Analysis Period (min)             | 15    |      |      |      |      |      |
| ICU Level of Service              | A     |      |      |      |      |      |

| Lane Group                        | EBL              | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|-----------------------------------|------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations               |                  | 4TB   | 4TB   | 4TB   | 4TB   | 4TB   | 4TB   | 4TB   |
| Traffic Volume (vph)              | 5                | 835   | 10    | 642   | 29    | 0     | 12    | 0     |
| Future Volume (vph)               | 5                | 835   | 10    | 642   | 29    | 0     | 12    | 0     |
| Turn Type                         | Perm             | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases                  | 2                |       | 2     |       | 2     |       | 2     |       |
| Permitted Phases                  | 2                | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Detector Phase                    |                  |       |       |       |       |       |       |       |
| Switch Phase                      |                  |       |       |       |       |       |       |       |
| Minimum Initial (s)               | 8.0              | 8.0   | 8.0   | 8.0   | 12.0  | 12.0  | 12.0  | 12.0  |
| Minimum Split (s)                 | 27.0             | 27.0  | 27.0  | 27.0  | 30.5  | 30.5  | 30.5  | 30.5  |
| Total Split (s)                   | 60.0             | 60.0  | 60.0  | 60.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)                   | 60.0%            | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s)                   | 3.5              | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)                  | 2.5              | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| Lost Time Adjust (s)              | 0.0              | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)               |                  |       |       |       | 6.0   | 6.0   | 6.5   | 6.5   |
| Lead-Lag                          |                  |       |       |       |       |       |       |       |
| Lead-Lag Optimize?                |                  |       |       |       |       |       |       |       |
| Recall Mode                       |                  |       |       |       |       |       |       |       |
| Ad Effct Green (s)                | 63.0             |       | 63.0  |       | 12.1  |       | 12.1  |       |
| Actuated g/C Ratio                | 0.77             |       | 0.77  |       | 0.15  |       | 0.15  |       |
| w/C Ratio                         | 0.36             |       | 0.28  |       | 0.29  |       | 0.10  |       |
| Control Delay                     | 4.8              |       | 4.4   |       | 20.2  |       | 9.1   |       |
| Queue Delay                       | 0.0              |       | 0.0   |       | 0.0   |       | 0.0   |       |
| Total Delay                       | 4.8              |       | 4.4   |       | 20.2  |       | 9.1   |       |
| LOS                               | A                |       | A     |       | C     |       | A     |       |
| Approach Delay                    | 4.8              |       | 4.4   |       | 20.2  |       | 9.1   |       |
| Approach LOS                      | A                |       | A     |       | C     |       | A     |       |
| Intersection Summary              |                  |       |       |       |       |       |       |       |
| Cycle Length                      | 100              |       |       |       |       |       |       |       |
| Actuated Cycle Length             | 82.3             |       |       |       |       |       |       |       |
| Natural Cycle                     | 60               |       |       |       |       |       |       |       |
| Control Type                      | Semi Act-Uncoord |       |       |       |       |       |       |       |
| Maximum w/C Ratio                 | 0.36             |       |       |       |       |       |       |       |
| Intersection Signal Delay         | 5.3              |       |       |       |       |       |       |       |
| Intersection Capacity Utilization | 47.4%            |       |       |       |       |       |       |       |
| Analysis Period (min)             | 15               |       |       |       |       |       |       |       |



3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street

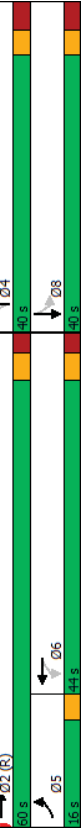
4: Bloor Street & Fieldgate Drive

HCM Signalized Intersection Capacity Analysis <Background> 2027 Weekday AM Peak Hour  
05-25-2022

<Background> 2027 Weekday AM Peak Hour  
05-25-2022

| Movement                          | EBL   | EBT                       | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|-----------------------------------|-------|---------------------------|-------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations               | 5     | 835                       | 14    | 10   | 642  | 2    | 29   | 0    | 36   | 12   | 0     | 9    |
| Traffic Volume (vph)              | 5     | 835                       | 14    | 10   | 642  | 2    | 29   | 0    | 36   | 12   | 0     | 9    |
| Future Volume (vph)               | 1900  | 1900                      | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Ideal Flow (vphpl)                | 6.0   | 6.0                       | 6.0   | 6.0  | 6.0  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5   | 6.5  |
| Total Lost Time (s)               | 1.00  | 0.95                      | 1.00  | 1.00 | 1.00 | 0.93 | 0.94 | 0.94 | 0.97 | 0.97 | 1.724 | 0.79 |
| Flt Protected                     | 3569  | 3574                      | 1705  | 3359 | 1472 | 1392 |      |      |      |      |       |      |
| Satd. Flow (prot)                 | 0.95  | 0.94                      | 0.84  | 0.84 | 0.84 | 0.79 |      |      |      |      |       |      |
| Flt Permitted                     | 0.92  | 0.92                      | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Peak-hour factor, PHF             | 5     | 908                       | 15    | 11   | 698  | 2    | 32   | 0    | 39   | 13   | 0     | 10   |
| Adj. Flow (vph)                   | 0     | 1                         | 0     | 0    | 0    | 0    | 0    | 35   | 0    | 0    | 20    | 0    |
| RTOR Reduction (vph)              | 0     | 927                       | 0     | 0    | 711  | 0    | 0    | 36   | 0    | 0    | 3     | 0    |
| Lane Group Flow (vph)             | Perm  | NA                        | Perm  | NA   | Perm | NA   | Perm | NA   | Perm | NA   | Perm  | NA   |
| Turn Type                         | 2     | 2                         | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    |
| Protected Phases                  | 2     | 2                         | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    |
| Permitted Phases                  | 2     | 2                         | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    |
| Actuated Green, G (s)             | 61.7  | 61.7                      | 61.7  | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 | 61.7  | 61.7 |
| Effective Green, g (s)            | 61.7  | 61.7                      | 61.7  | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 | 61.7  | 61.7 |
| Actuated g/C Ratio                | 0.74  | 0.74                      | 0.74  | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74  | 0.74 |
| Clearance Time (s)                | 6.0   | 6.0                       | 6.0   | 6.0  | 6.0  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5   | 6.5  |
| Vehicle Extension (s)             | 3.0   | 3.0                       | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)                | 2508  | 2479                      | 165   | 165  | 165  | 165  | 165  | 165  | 165  | 165  | 165   | 165  |
| v/s Ratio Prot                    | c0.27 | 0.21                      | c0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 |
| v/s Ratio                         | 0.37  | 0.29                      | 0.22  | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02  | 0.02 |
| Uniform Delay, d1                 | 3.9   | 3.6                       | 33.8  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | 33.0  | 33.0 |
| Progression Factor                | 1.00  | 1.00                      | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2             | 0.4   | 0.3                       | 0.7   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Delay (s)                         | 4.4   | 3.9                       | 34.4  | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 | 34.4  | 34.4 |
| Level of Service                  | A     | A                         | C     | C    | C    | C    | C    | C    | C    | C    | C     | C    |
| Approach Delay (s)                | 4.4   | 3.9                       | 34.4  | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 | 34.4  | 34.4 |
| Approach LOS                      | A     | A                         | C     | C    | C    | C    | C    | C    | C    | C    | C     | C    |
| Intersection Summary              |       |                           |       |      |      |      |      |      |      |      |       |      |
| HCM 2000 Control Delay            | 5.8   | HCM 2000 Level of Service |       |      |      |      |      |      |      |      |       |      |
| HCM 2000 Volume to Capacity ratio | 0.35  | A                         |       |      |      |      |      |      |      |      |       |      |
| Actuated Cycle Length (s)         | 83.6  | Sum of lost time (s)      |       |      |      |      |      |      |      |      |       |      |
| Intersection Capacity Utilization | 47.4% | ICU Level of Service      |       |      |      |      |      |      |      |      |       |      |
| Analysis Period (min)             | 15    | A                         |       |      |      |      |      |      |      |      |       |      |
| c Critical Lane Group             |       |                           |       |      |      |      |      |      |      |      |       |      |

| Lane Group  | EBL                    | EBT                    | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|---|------------------------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations                                       | 150                    | 584                    | 35    | 509   | 59    | 35    | 177   | 38    | 177   | 38    | 177   | 38    |
| Traffic Volume (vph)                                      | 150                    | 584                    | 35    | 509   | 59    | 35    | 177   | 38    | 177   | 38    | 177   | 38    |
| Future Volume (vph)                                       | pm+pt                  | NA                     | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Turn Type   | 5                      | 2                      | 6     | 6     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Protected Phases  | 2                      | 2                      | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |
| Permitted Phases  | 5                      | 2                      | 6     | 6     | 4     | 4     | 4     | 4     | 4     | 4     | 4     | 4     |
| Detector Phase  | 5.0                    | 8.0                    | 1.0   | 1.0   | 8.0   | 8.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Switch Phase  | 10.0                   | 34.0                   | 34.0  | 34.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Minimum Initial (s)                                       | 16.0                   | 60.0                   | 44.0  | 44.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Minimum Split (s)   | 16.0%                  | 60.0%                  | 44.0% | 44.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Total Split (%)   | 3.0                    | 3.5                    | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Yellow Time (s)   | 0.0                    | 2.5                    | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)  | 0.0                    | 0.0                    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Lost Time Adjust (s)                                      | 3.0                    | 6.0                    | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   | 6.5   |
| Total Lost Time (s)                                       | Lead/Lag               | Lag                    | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   | Lag   |
| Lead/Lag  | Yes                    | Yes                    | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Lead-Lag Optimize?  | None                   | C-Max                  | None  | None  | None  | None  | None  | None  | None  | None  | None  | None  |
| Recall Mode   | 68.4                   | 65.4                   | 54.4  | 54.4  | 22.1  | 22.1  | 22.1  | 22.1  | 22.1  | 22.1  | 22.1  | 22.1  |
| Act Effct Green (s)                                       | 0.68                   | 0.65                   | 0.54  | 0.54  | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  |
| Actuated g/C Ratio  | 0.30                   | 0.30                   | 0.10  | 0.34  | 0.36  | 0.28  | 0.74  | 0.46  | 0.46  | 0.46  | 0.46  | 0.46  |
| v/C Ratio   | 8.3                    | 8.7                    | 15.7  | 14.7  | 36.0  | 12.5  | 52.0  | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Queue Delay   | 0.0                    | 0.0                    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Approach Delay  | 8.3                    | 8.7                    | 15.7  | 14.7  | 36.0  | 12.5  | 52.0  | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| LOS   | A                      | A                      | B     | B     | D     | B     | D     | B     | D     | B     | D     | A     |
| Approach LOS  | 8.7                    | 14.7                   | 14.7  | 20.8  | 29.0  | 29.0  | 29.0  | 29.0  | 29.0  | 29.0  | 29.0  | 29.0  |
| Intersection Summary                                      |                        |                        |       |       |       |       |       |       |       |       |       |       |
| Cycle Length  | 100                    | Intersection LOS: B    |       |       |       |       |       |       |       |       |       |       |
| Actuated Cycle Length                                     | 100                    | ICU Level of Service E |       |       |       |       |       |       |       |       |       |       |
| Offset: 0 (0%), Referenced to phase 2EBTL, Start of Green |                        |                        |       |       |       |       |       |       |       |       |       |       |
| Natural Cycle: 85   |                        |                        |       |       |       |       |       |       |       |       |       |       |
| Control Type: Actuated-Coordinated                        |                        |                        |       |       |       |       |       |       |       |       |       |       |
| Maximum v/C Ratio: 0.74                                   |                        |                        |       |       |       |       |       |       |       |       |       |       |
| Intersection Signal Delay: 15.7                           | Intersection LOS: B    |                        |       |       |       |       |       |       |       |       |       |       |
| Intersection Capacity Utilization 83.7%                   | ICU Level of Service E |                        |       |       |       |       |       |       |       |       |       |       |
| Analysis Period (min) 15                                  |                        |                        |       |       |       |       |       |       |       |       |       |       |



4: Bloor Street & Fieldgate Drive

HCM Signalized Intersection Capacity Analysis <Background> 2027 Weekday AM Peak Hour

05-25-2022

| Movement                          | EBL                              | EBT   | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|-----------------------------------|----------------------------------|-------|------|-------|------|------|------|------|-------|------|------|------|
| Lane Configurations               | ←                                | ←     | ←    | ←     | ←    | ←    | ←    | ←    | ←     | ←    | ←    | ←    |
| Traffic Volume (vph)              | 150                              | 584   | 41   | 35    | 509  | 79   | 59   | 35   | 74    | 177  | 38   | 176  |
| Future Volume (vph)               | 150                              | 584   | 41   | 35    | 509  | 79   | 59   | 35   | 74    | 177  | 38   | 176  |
| Ideal Flow (vphpl)                | 1900                             | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)               | 3.0                              | 6.0   | 6.0  | 6.0   | 6.0  | 6.5  | 6.5  | 6.5  | 6.5   | 6.5  | 6.5  | 6.5  |
| Lane Util. Factor                 | 1.00                             | 0.95  | 1.00 | 0.95  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Fpb. ped/bikes                    | 1.00                             | 1.00  | 0.99 | 1.00  | 0.99 | 1.00 | 0.95 | 1.00 | 0.95  | 1.00 | 0.97 | 1.00 |
| Fpb. ped/bikes                    | 0.99                             | 1.00  | 0.98 | 1.00  | 0.98 | 1.00 | 0.98 | 1.00 | 0.98  | 1.00 | 0.95 | 1.00 |
| Frt                               | 1.00                             | 0.99  | 1.00 | 0.98  | 1.00 | 0.98 | 1.00 | 0.90 | 1.00  | 0.88 | 1.00 | 0.88 |
| Flt Protected                     | 0.95                             | 1.00  | 0.95 | 1.00  | 0.95 | 1.00 | 0.95 | 1.00 | 0.95  | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot)                 | 1796                             | 3452  | 1735 | 3448  | 1675 | 1631 | 1666 | 1618 | 1666  | 1618 | 1666 | 1618 |
| Flt Permitted                     | 0.35                             | 1.00  | 0.39 | 1.00  | 0.47 | 1.00 | 0.47 | 1.00 | 0.47  | 1.00 | 0.47 | 1.00 |
| Satd. Flow (perm)                 | 667                              | 3452  | 713  | 3448  | 826  | 1631 | 1193 | 1618 | 1193  | 1618 | 1193 | 1618 |
| Peak-hour factor, PHF             | 0.91                             | 0.91  | 0.91 | 0.91  | 0.91 | 0.91 | 0.91 | 0.91 | 0.91  | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph)                   | 165                              | 642   | 45   | 38    | 559  | 87   | 65   | 38   | 81    | 195  | 42   | 193  |
| RTOR Reduction (vph)              | 0                                | 4     | 0    | 0     | 9    | 0    | 0    | 63   | 0     | 0    | 150  | 0    |
| Lane Group Flow (vph)             | 165                              | 683   | 0    | 38    | 637  | 0    | 65   | 56   | 0     | 195  | 85   | 0    |
| Conf. Ped. (#/hr)                 | 29                               | 30    | 30   | 30    | 29   | 30   | 66   | 66   | 66    | 66   | 30   | 30   |
| Heavy Vehicles (%)                | 1%                               | 4%    | 7%   | 3%    | 3%   | 1%   | 7%   | 0%   | 1%    | 4%   | 0%   | 1%   |
| Turn Type                         | pm-plt                           | NA    | Perm | NA    | Perm | NA   | Perm | NA   | Perm  | NA   | Perm | NA   |
| Protected Phases                  | 5                                | 2     |      | 6     |      | 4    |      |      |       |      |      | 8    |
| Permitted Phases                  | 2                                |       | 6    | 4     |      | 4    |      |      |       | 8    |      | 8    |
| Actuated Green, G (s)             | 65.4                             | 65.4  | 54.4 | 54.4  | 22.1 | 22.1 | 22.1 | 22.1 | 22.1  | 22.1 | 22.1 | 22.1 |
| Effective Green, g (s)            | 65.4                             | 65.4  | 54.4 | 54.4  | 22.1 | 22.1 | 22.1 | 22.1 | 22.1  | 22.1 | 22.1 | 22.1 |
| Actuated g/C Ratio                | 0.65                             | 0.65  | 0.54 | 0.54  | 0.22 | 0.22 | 0.22 | 0.22 | 0.22  | 0.22 | 0.22 | 0.22 |
| Clearance Time (s)                | 3.0                              | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  |
| Vehicle Extension (s)             | 2.0                              | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 526                              | 2257  | 387  | 1875  | 182  | 360  | 263  | 357  | 263   | 357  | 357  | 357  |
| v/s Ratio Prot                    | 0.03                             | c0.20 |      | c0.18 |      | 0.03 |      |      |       |      |      | 0.05 |
| v/s Ratio Perm                    | 0.18                             |       | 0.05 |       | 0.08 |      | 0.16 |      | c0.16 |      |      | 0.16 |
| v/c Ratio                         | 0.31                             | 0.30  | 0.10 | 0.34  | 0.10 | 0.34 | 0.16 | 0.16 | 0.16  | 0.16 | 0.16 | 0.24 |
| Uniform Delay, d1                 | 7.0                              | 7.5   | 11.0 | 12.8  | 32.9 | 31.4 | 36.3 | 32.0 | 36.3  | 32.0 | 32.0 | 32.0 |
| Progression Factor                | 1.00                             | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.1                              | 0.3   | 0.1  | 0.1   | 1.2  | 0.2  | 10.7 | 0.3  | 10.7  | 0.3  | 0.3  | 0.3  |
| Delay (s)                         | 7.1                              | 7.8   | 11.1 | 12.9  | 34.1 | 31.6 | 47.0 | 32.4 | 47.0  | 32.4 | 32.4 | 32.4 |
| Level of Service                  | A                                | A     | B    | B     | C    | C    | D    | C    | D     | C    | C    | C    |
| Approach Delay (s)                | 7.7                              | 12.8  |      | 12.8  |      | 32.5 |      | 39.0 |       | 39.0 |      | 39.0 |
| Approach LOS                      | A                                | A     | B    | B     | C    | C    | D    | D    | C     | D    | D    | D    |
| Intersection Summary              |                                  |       |      |       |      |      |      |      |       |      |      |      |
| HCM 2000 Control Delay            | 17.7 HCM 2000 Level of Service B |       |      |       |      |      |      |      |       |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.44                             |       |      |       |      |      |      |      |       |      |      |      |
| Actuated Cycle Length (s)         | 100.0 Sum of lost time (s) 15.5  |       |      |       |      |      |      |      |       |      |      |      |
| Intersection Capacity Utilization | 83.7% ICU Level of Service E     |       |      |       |      |      |      |      |       |      |      |      |
| Analysis Period (min)             | 15                               |       |      |       |      |      |      |      |       |      |      |      |
| c Critical Lane Group             |                                  |       |      |       |      |      |      |      |       |      |      |      |

1: Bloor Street & Bridgewood Drive

<Background> 2027 Weekday PM Peak Hour

05-25-2022

| Lane Group                        | EBL                    | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|-----------------------------------|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations               | ←                      | ←     | ←     | ←     | ←     | ←     | ←     | ←     |
| Traffic Volume (vph)              | 22                     | 629   | 73    | 839   | 59    | 10    | 38    | 20    |
| Future Volume (vph)               | 22                     | 629   | 73    | 839   | 59    | 10    | 38    | 20    |
| Turn Type                         | Perm                   | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases                  | 2                      |       | 2     |       | 4     |       | 4     |       |
| Permitted Phases                  | 2                      |       | 2     |       | 4     |       | 4     |       |
| Detector Phase                    | 2                      |       | 2     |       | 4     |       | 4     |       |
| Switch Phase                      |                        |       |       |       |       |       |       |       |
| Minimum Initial (s)               | 8.0                    | 8.0   | 8.0   | 8.0   | 12.0  | 12.0  | 12.0  | 12.0  |
| Minimum Split (s)                 | 27.0                   | 27.0  | 27.0  | 27.0  | 30.5  | 30.5  | 30.5  | 30.5  |
| Total Split (s)                   | 60.0                   | 60.0  | 60.0  | 60.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)                   | 60.0%                  | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s)                   | 3.5                    | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)                  | 2.5                    | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| Lost Time Adjust (s)              | 0.0                    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)               | 6.0                    | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   |
| Lead-Lag                          |                        |       |       |       |       |       |       |       |
| Lead-Lag Optimize?                |                        |       |       |       |       |       |       |       |
| Recall Mode                       | Max                    | Max   | Max   | Max   | None  | None  | None  | None  |
| Act Effct Green (s)               | 56.9                   | 56.9  | 12.7  | 12.7  | 12.7  | 12.7  | 12.7  | 12.7  |
| Actuated g/C Ratio                | 0.69                   | 0.69  | 0.15  | 0.15  | 0.15  | 0.15  | 0.15  | 0.15  |
| v/c Ratio                         | 0.37                   | 0.51  | 0.49  | 0.37  | 0.49  | 0.37  | 0.37  | 0.37  |
| Control Delay                     | 5.7                    | 7.3   | 27.5  | 26.4  | 26.4  | 26.4  | 26.4  | 26.4  |
| Queue Delay                       | 0.0                    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay                       | 5.7                    | 7.3   | 27.5  | 26.4  | 26.4  | 26.4  | 26.4  | 26.4  |
| LOS                               | A                      | A     | C     | C     | C     | C     | C     | C     |
| Approach Delay                    | 5.7                    | 7.3   | 27.5  | 26.4  | 26.4  | 26.4  | 26.4  | 26.4  |
| Approach LOS                      | A                      | A     | C     | C     | C     | C     | C     | C     |
| Intersection Summary              |                        |       |       |       |       |       |       |       |
| Cycle Length                      | 100                    |       |       |       |       |       |       |       |
| Actuated Cycle Length             | 82.2                   |       |       |       |       |       |       |       |
| Natural Cycle                     | 60                     |       |       |       |       |       |       |       |
| Control Type                      | Actuated-Uncoordinated |       |       |       |       |       |       |       |
| Maximum v/c Ratio                 | 0.51                   |       |       |       |       |       |       |       |
| Intersection Signal Delay         | 8.8                    |       |       |       |       |       |       |       |
| Intersection Capacity Utilization | 75.9%                  |       |       |       |       |       |       |       |
| Analysis Period (min)             | 15                     |       |       |       |       |       |       |       |



1: Bloor Street & Bridgwood Drive

2: Bloor Street & 1785 Bloor Street Driveway

| Movement                          | EBL                           | EBT  | EBR  | WBL  | WBT  | WBR   | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|-------------------------------|------|------|------|------|-------|------|-------|------|------|------|------|
| Lane Configurations               |                               | 4TB  | 4TB  |      | 4TB  |       | 4B   |       |      |      | 4B   |      |
| Traffic Volume (vph)              | 22                            | 629  | 101  | 73   | 839  | 52    | 59   | 10    | 52   | 38   | 20   | 28   |
| Future Volume (vph)               | 22                            | 629  | 101  | 73   | 839  | 52    | 59   | 10    | 52   | 38   | 20   | 28   |
| Ideal Flow (vphpl)                | 1900                          | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               |                               | 6.0  |      | 6.0  |      | 6.5   |      | 6.5   |      |      | 6.5  |      |
| Lane Util. Factor                 |                               | 0.95 |      | 0.95 |      | 1.00  |      | 1.00  |      | 1.00 |      | 1.00 |
| Fpb. ped/bikes                    |                               | 1.00 |      | 1.00 |      | 0.99  |      | 0.99  |      | 1.00 |      | 1.00 |
| Frt                               |                               | 0.98 |      | 0.99 |      | 0.94  |      | 0.96  |      | 0.98 |      | 0.98 |
| Flt Protected                     |                               | 1.00 |      | 1.00 |      | 0.98  |      | 0.98  |      | 1.00 |      | 1.00 |
| Satd. Flow (prot)                 |                               | 3483 |      | 3566 |      | 1748  |      | 1784  |      | 1784 |      | 1784 |
| Flt Permitted                     |                               | 0.90 |      | 0.81 |      | 0.83  |      | 0.83  |      | 0.82 |      | 0.82 |
| Satd. Flow (perm)                 |                               | 3156 |      | 2909 |      | 1493  |      | 1490  |      | 1490 |      | 1490 |
| Peak-hour factor, PHF             | 0.93                          | 0.93 | 0.83 | 0.93 | 0.93 | 0.93  | 0.93 | 0.93  | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph)                   | 24                            | 676  | 109  | 78   | 902  | 56    | 63   | 11    | 56   | 41   | 22   | 30   |
| RTOR Reduction (vph)              | 0                             | 8    | 0    | 0    | 3    | 0     | 0    | 35    | 0    | 0    | 22   | 0    |
| Lane Group Flow (vph)             | 0                             | 801  | 0    | 0    | 1033 | 0     | 0    | 95    | 0    | 0    | 71   | 0    |
| Confl. Peds. (#/hr)               | 13                            | 6    | 6    | 6    | 13   | 7     | 7    | 5     | 5    | 5    | 7    | 7    |
| Heavy Vehicles (%)                | 0%                            | 2%   | 3%   | 0%   | 1%   | 0%    | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |
| Turn Type                         | Perm                          | NA   | Perm | NA   | Perm | NA    | Perm | NA    | Perm | NA   | Perm | NA   |
| Protected Phases                  | 2                             |      | 2    |      | 2    |       | 4    |       | 4    |      | 4    |      |
| Permitted Phases                  | 2                             |      | 2    |      | 2    |       | 4    |       | 4    |      | 4    |      |
| Actuated Green, G (s)             | 56.9                          |      | 56.9 |      | 56.9 |       | 12.7 |       | 12.7 |      | 12.7 |      |
| Effective Green, g (s)            | 56.9                          |      | 56.9 |      | 56.9 |       | 12.7 |       | 12.7 |      | 12.7 |      |
| Actuated g/C Ratio                | 0.69                          |      | 0.69 |      | 0.69 |       | 0.15 |       | 0.15 |      | 0.15 |      |
| Clearance Time (s)                | 6.0                           |      | 6.0  |      | 6.0  |       | 6.5  |       | 6.5  |      | 6.5  |      |
| Vehicle Extension (s)             | 3.0                           |      | 3.0  |      | 3.0  |       | 3.0  |       | 3.0  |      | 3.0  |      |
| Lane Grp Cap (vph)                | 2187                          |      | 2016 |      | 2016 |       | 230  |       | 230  |      | 230  |      |
| v/s Ratio Prot                    |                               | 0.25 |      | 0.36 |      | c0.36 |      | c0.06 |      | 0.05 |      | 0.05 |
| v/s Ratio Perm                    |                               | 0.37 |      | 0.51 |      | 0.51  |      | 0.41  |      | 0.31 |      | 0.31 |
| Uniform Delay, d1                 | 5.2                           |      | 6.0  |      | 6.0  |       | 31.3 |       | 30.8 |      | 30.8 |      |
| Progression Factor                | 1.00                          |      | 1.00 |      | 1.00 |       | 1.00 |       | 1.00 |      | 1.00 |      |
| Incremental Delay, d2             | 0.5                           |      | 0.9  |      | 0.9  |       | 1.2  |       | 0.8  |      | 0.8  |      |
| Level of Service                  | A                             |      | A    |      | A    |       | C    |       | C    |      | C    |      |
| Approach Delay (s)                | 5.7                           |      | 6.9  |      | 6.9  |       | 32.6 |       | 31.6 |      | 31.6 |      |
| Approach LOS                      | A                             |      | A    |      | A    |       | C    |       | C    |      | C    |      |
| Intersection Summary              |                               |      |      |      |      |       |      |       |      |      |      |      |
| HCM 2000 Control Delay            | 9.2 HCM 2000 Level of Service |      |      |      |      |       |      |       |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.49                          |      |      |      |      |       |      |       |      |      |      |      |
| Actuated Cycle Length (s)         | 82.1                          |      |      |      |      |       |      |       |      |      |      |      |
| Intersection Capacity Utilization | 75.9%                         |      |      |      |      |       |      |       |      |      |      |      |
| Analysis Period (min)             | 15                            |      |      |      |      |       |      |       |      |      |      |      |
| c Critical Lane Group             | D                             |      |      |      |      |       |      |       |      |      |      |      |

| Movement                          | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations               |       | 4TB  | 4TB  |      | 4TB  |      | 4B   |      |      |      | 4B   |      |
| Traffic Volume (veh/h)            | 7     | 864  | 926  | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10   |
| Future Volume (Veh/h)             | 7     | 864  | 926  | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10   |
| Sign Control                      |       | Free | Free |      | Free | Free | Stop |      | Stop |      | Stop |      |
| Grade                             |       | 0%   | 0%   |      | 0%   | 0%   | 0%   |      | 0%   |      | 0%   |      |
| Peak Hour Factor                  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 8     | 939  | 1007 | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   |
| Pedestrians                       |       |      |      |      |      |      |      |      |      |      |      |      |
| Lane Width (m)                    |       |      |      |      |      |      |      |      |      |      |      |      |
| Walking Speed (m/s)               |       |      |      |      |      |      |      |      |      |      |      |      |
| Percent Blockage                  |       |      |      |      |      |      |      |      |      |      |      |      |
| Right turn flare (veh)            |       |      |      |      |      |      |      |      |      |      |      |      |
| Median type                       |       | None | None |      | None | None |      | None |      | None |      | None |
| Median storage (veh)              |       |      |      |      |      |      |      |      |      |      |      |      |
| Upstream signal (m)               |       | 21   | 179  |      |      |      |      |      |      |      |      |      |
| pk. platoon unblocked             | 0.89  |      |      |      |      |      |      |      |      | 0.94 |      | 0.89 |
| v/c, conflicting volume           | 1018  |      |      |      |      |      |      |      |      | 1498 |      | 509  |
| vc1, stage 1 conf vol             |       |      |      |      |      |      |      |      |      |      |      |      |
| vc2, stage 2 conf vol             |       |      |      |      |      |      |      |      |      |      |      |      |
| vcu, unblocked vol                | 785   |      |      |      |      |      |      |      |      | 990  |      | 216  |
| ic, single (s)                    | 4.1   |      |      |      |      |      |      |      |      | 6.8  |      | 6.9  |
| ic, 2 stage (s)                   | 2.2   |      |      |      |      |      |      |      |      | 3.5  |      | 3.3  |
| pf queue free %                   | 99    |      |      |      |      |      |      |      |      | 95   |      | 98   |
| dm capacity (veh/h)               | 742   |      |      |      |      |      |      |      |      | 225  |      | 706  |
| Direction, Lane #                 | EB 1  | EB 2 | WB 1 | WB 2 | SB 1 | SB 2 |      |      |      |      |      |      |
| Volume Total                      | 321   | 626  | 671  | 347  | 22   |      |      |      |      |      |      |      |
| Volume Left                       | 8     | 0    | 0    | 0    | 11   |      |      |      |      |      |      |      |
| Volume Right                      | 0     | 0    | 0    | 0    | 11   |      |      |      |      |      |      |      |
| csh                               | 742   | 1700 | 1700 | 1700 | 342  |      |      |      |      |      |      |      |
| Volume to Capacity                | 0.01  | 0.37 | 0.39 | 0.20 | 0.06 |      |      |      |      |      |      |      |
| Queue Length 95th (m)             | 0.2   | 0.0  | 0.0  | 0.0  | 1.6  |      |      |      |      |      |      |      |
| Control Delay (s)                 | 0.4   | 0.0  | 0.0  | 0.0  | 16.3 |      |      |      |      |      |      |      |
| Lane LOS                          | A     |      |      |      | C    |      |      |      |      |      |      |      |
| Approach Delay (s)                | 0.1   |      | 0.0  |      | 16.3 |      |      |      |      |      |      |      |
| Approach LOS                      |       |      |      |      | C    |      |      |      |      |      |      |      |
| Intersection Summary              |       |      |      |      |      |      |      |      |      |      |      |      |
| Average Delay                     | 0.2   |      |      |      |      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization | 38.8% |      |      |      |      |      |      |      |      |      |      |      |
| ICU Level of Service              | A     |      |      |      |      |      |      |      |      |      |      |      |
| Analysis Period (min)             | 15    |      |      |      |      |      |      |      |      |      |      |      |

Timings  
3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street

<Background> 2027 Weekday PM Peak Hour  
05-25-2022

| EBL                                      | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|--|-------|-------|-------|-------|-------|-------|-------|
| 14                                       | 851   | 16    | 936   | 15    | 0     | 6     | 0     |
| 14                                       | 851   | 16    | 936   | 15    | 0     | 6     | 0     |
| Perm                                     | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| 2  | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| 2  | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| 8.0                                      | 8.0   | 8.0   | 8.0   | 12.0  | 12.0  | 12.0  | 12.0  |
| 27.0                                     | 27.0  | 27.0  | 27.0  | 30.5  | 30.5  | 30.5  | 30.5  |
| 60.0                                     | 60.0  | 60.0  | 60.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| 60.0%                                    | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| 3.5                                      | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| 2.5                                      | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| 0.0                                      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 6.0                                      | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   |
| Max                                      | Max   | Max   | Max   | None  | None  | None  | None  |
| 70.0                                     | 70.0  | 70.0  | 70.0  | 12.1  | 12.1  | 12.1  | 12.1  |
| 0.84                                     | 0.84  | 0.84  | 0.84  | 0.14  | 0.14  | 0.14  | 0.14  |
| 0.36                                     | 0.37  | 0.37  | 0.37  | 0.13  | 0.05  | 0.05  | 0.05  |
| 3.8                                      | 3.9   | 3.9   | 3.9   | 12.4  | 3.5   | 3.5   | 3.5   |
| 3.8                                      | 3.9   | 3.9   | 3.9   | 12.4  | 3.5   | 3.5   | 3.5   |
| A  | A     | A     | A     | B     | B     | A     | A     |
| 3.8                                      | 3.9   | 3.9   | 3.9   | 12.4  | 3.5   | 3.5   | 3.5   |
| A  | A     | A     | A     | B     | B     | A     | A     |
| <b>Intersection Summary</b>              |       |       |       |       |       |       |       |
| Cycle Length: 100                        |       |       |       |       |       |       |       |
| Actuated Cycle Length: 83.8              |       |       |       |       |       |       |       |
| Natural Cycle: 60                        |       |       |       |       |       |       |       |
| Control Type: Semi-Act-Uncoord           |       |       |       |       |       |       |       |
| Maximum v/c Ratio: 0.37                  |       |       |       |       |       |       |       |
| Intersection Signal Delay: 4.0           |       |       |       |       |       |       |       |
| Intersection Capacity Utilization: 57.8% |       |       |       |       |       |       |       |
| Analysis Period (min): 15                |       |       |       |       |       |       |       |



HCM Signalized Intersection Capacity Analysis  
3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street

<Background> 2027 Weekday PM Peak Hour  
05-25-2022

| EBL                                      | EBT  | WBL   | WBT   | NBL   | NBT   | SBL  | SBT  |
|--|------|-------|-------|-------|-------|------|------|
| 14                                       | 851  | 42    | 16    | 936   | 6     | 15   | 0    |
| 14                                       | 851  | 42    | 16    | 936   | 6     | 15   | 0    |
| 1900                                     | 1900 | 1900  | 1900  | 1900  | 1900  | 1900 | 1900 |
| 6.0                                      | 6.0  | 6.0   | 6.0   | 6.5   | 6.5   | 6.5  | 6.5  |
| 0.95                                     | 0.95 | 0.95  | 0.95  | 1.00  | 1.00  | 1.00 | 1.00 |
| 0.99                                     | 1.00 | 1.00  | 1.00  | 0.94  | 0.94  | 0.94 | 0.94 |
| 1.00                                     | 1.00 | 1.00  | 1.00  | 0.97  | 0.97  | 0.97 | 0.97 |
| 3551                                     | 3551 | 3572  | 3572  | 1719  | 1719  | 1727 | 1727 |
| 0.93                                     | 0.93 | 0.93  | 0.93  | 0.83  | 0.83  | 0.80 | 0.80 |
| 3316                                     | 3316 | 3331  | 3331  | 1469  | 1469  | 1428 | 1428 |
| 0.92                                     | 0.92 | 0.92  | 0.92  | 0.92  | 0.92  | 0.92 | 0.92 |
| 15                                       | 925  | 46    | 17    | 1017  | 7     | 16   | 0    |
| 0  | 2    | 0     | 0     | 0     | 0     | 28   | 0    |
| 0  | 984  | 0     | 0     | 1041  | 0     | 2    | 0    |
| Perm                                     | NA   | Perm  | NA    | Perm  | NA    | Perm | NA   |
| 2  | 2    | 2     | 2     | 4     | 4     | 4    | 4    |
| 2  | 2    | 2     | 2     | 4     | 4     | 4    | 4    |
| 67.3                                     | 67.3 | 67.3  | 67.3  | 6.8   | 6.8   | 6.8  | 6.8  |
| 67.3                                     | 67.3 | 67.3  | 67.3  | 6.8   | 6.8   | 6.8  | 6.8  |
| 0.78                                     | 0.78 | 0.78  | 0.78  | 0.08  | 0.08  | 0.08 | 0.08 |
| 6.0                                      | 6.0  | 6.0   | 6.0   | 6.5   | 6.5   | 6.5  | 6.5  |
| 3.0                                      | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0  |
| 2576                                     | 2576 | 2588  | 2588  | 114   | 114   | 112  | 112  |
| 0.30                                     | 0.30 | c0.31 | c0.31 | c0.00 | c0.00 | 0.00 | 0.00 |
| 0.38                                     | 0.38 | 0.40  | 0.40  | 0.02  | 0.02  | 0.01 | 0.01 |
| 3.1                                      | 3.1  | 3.1   | 3.1   | 36.8  | 36.8  | 36.8 | 36.8 |
| 1.00                                     | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 |
| 0.4                                      | 0.4  | 0.5   | 0.5   | 0.1   | 0.1   | 0.0  | 0.0  |
| 3.5                                      | 3.5  | 3.6   | 3.6   | 36.9  | 36.9  | 36.8 | 36.8 |
| A  | A    | A     | A     | D     | D     | D    | D    |
| 3.5                                      | 3.5  | 3.6   | 3.6   | 36.9  | 36.9  | 36.8 | 36.8 |
| A  | A    | A     | A     | D     | D     | D    | D    |
| <b>Intersection Summary</b>              |      |       |       |       |       |      |      |
| HCM 2000 Control Delay: 4.2              |      |       |       |       |       |      |      |
| HCM 2000 Level of Service: A             |      |       |       |       |       |      |      |
| HCM 2000 Volume to Capacity ratio: 0.37  |      |       |       |       |       |      |      |
| Actuated Cycle Length (s): 86.6          |      |       |       |       |       |      |      |
| Sum of lost time (s): 12.5               |      |       |       |       |       |      |      |
| Intersection Capacity Utilization: 57.8% |      |       |       |       |       |      |      |
| ICU Level of Service: B                  |      |       |       |       |       |      |      |
| Analysis Period (min): 15                |      |       |       |       |       |      |      |
| Critical Lane Group                      |      |       |       |       |       |      |      |

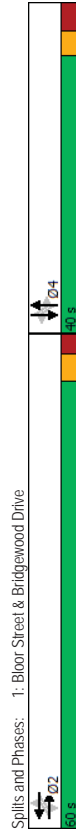




Timings  
1: Bloor Street & Bridgwood Drive

HCM Signalized Intersection Capacity Analysis  
1: Bloor Street & Bridgwood Drive

|  | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|--|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group                               | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
| Lane Configurations                      | 36    | 797   | 28    | 454   | 124   | 12    | 56    | 9     |
| Traffic Volume (vph)                     | 36    | 797   | 28    | 454   | 124   | 12    | 56    | 9     |
| Future Volume (vph)                      | 36    | 797   | 28    | 454   | 124   | 12    | 56    | 9     |
| Turn Type                                | Perm  | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases                         | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Permitted Phases                         | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Detector Phase                           | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Switch Phase                             | 2     | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Minimum Initial (s)                      | 8.0   | 8.0   | 8.0   | 8.0   | 12.0  | 12.0  | 12.0  | 12.0  |
| Minimum Split (s)                        | 27.0  | 27.0  | 27.0  | 27.0  | 30.5  | 30.5  | 30.5  | 30.5  |
| Total Split (s)                          | 60.0  | 60.0  | 60.0  | 60.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)                          | 60.0% | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s)                          | 3.5   | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)                         | 2.5   | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| Lost Time Adjust (s)                     | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)                      | 6.0   | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   |
| Lead/Lag                                 |       |       |       |       |       |       |       |       |
| Lead-Lag Optimize?                       |       |       |       |       |       |       |       |       |
| Recall Mode                              | Max   | Max   | Max   | Max   | None  | None  | None  | None  |
| Act Effct Green (s)                      | 54.2  | 54.2  | 54.2  | 54.2  | 17.7  | 17.7  | 17.7  | 17.7  |
| Actuated g/C Ratio                       | 0.64  | 0.64  | 0.64  | 0.64  | 0.21  | 0.21  | 0.21  | 0.21  |
| v/c Ratio                                | 0.46  | 0.46  | 0.29  | 0.29  | 0.70  | 0.42  | 0.42  | 0.42  |
| Control Delay                            | 9.2   | 9.2   | 7.6   | 7.6   | 39.8  | 21.8  | 21.8  | 21.8  |
| Queue Delay                              | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay                              | 9.2   | 9.2   | 7.6   | 7.6   | 39.8  | 21.8  | 21.8  | 21.8  |
| LOS                                      | A     | A     | A     | A     | D     | D     | C     | C     |
| Approach Delay                           | 9.2   | 9.2   | 7.6   | 7.6   | 39.8  | 21.8  | 21.8  | 21.8  |
| Approach LOS                             | A     | A     | A     | A     | D     | D     | C     | C     |
| Intersection Summary                     |       |       |       |       |       |       |       |       |
| Cycle Length: 100                        |       |       |       |       |       |       |       |       |
| Actuated Cycle Length: 84.4              |       |       |       |       |       |       |       |       |
| Natural Cycle: 60                        |       |       |       |       |       |       |       |       |
| Control Type: Actuated-Uncoordinated     |       |       |       |       |       |       |       |       |
| Maximum v/c Ratio: 0.70                  |       |       |       |       |       |       |       |       |
| Intersection Signal Delay: 13.2          |       |       |       |       |       |       |       |       |
| Intersection Capacity Utilization: 75.9% |       |       |       |       |       |       |       |       |
| Analysis Period (min): 15                |       |       |       |       |       |       |       |       |



Splits and Phases: 1: Bloor Street & Bridgwood Drive

HCM Signalized Intersection Capacity Analysis  
1: Bloor Street & Bridgwood Drive

|                                   | EBL   | EBT                       | WBL   | WBT   | NBL  | NBT  | SBL  | SBT  |
|-----------------------------------|-------|---------------------------|-------|-------|------|------|------|------|
| Lane Configurations               | 36    | 797                       | 28    | 454   | 124  | 12   | 56   | 9    |
| Traffic Volume (vph)              | 36    | 797                       | 28    | 454   | 124  | 12   | 56   | 9    |
| Future Volume (vph)               | 36    | 797                       | 28    | 454   | 124  | 12   | 56   | 9    |
| Ideal Flow (vphpl)                | 1900  | 1900                      | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               | 6.0   | 6.0                       | 6.0   | 6.0   | 6.5  | 6.5  | 6.5  | 6.5  |
| Lane Util. Factor                 | 0.95  | 0.95                      | 1.00  | 1.00  | 0.99 | 0.99 | 1.00 | 1.00 |
| Fpb. ped/bikes                    | 1.00  | 1.00                      | 1.00  | 1.00  | 0.99 | 0.99 | 1.00 | 1.00 |
| Fpb. ped/bikes                    | 0.99  | 0.99                      | 0.99  | 0.99  | 0.96 | 0.96 | 0.93 | 0.93 |
| Flt Protected                     | 1.00  | 1.00                      | 1.00  | 1.00  | 0.97 | 0.97 | 0.98 | 0.98 |
| Satd. Flow (prot)                 | 3486  | 3486                      | 3481  | 3481  | 1756 | 1756 | 1708 | 1708 |
| Flt Permitted                     | 0.91  | 0.91                      | 0.87  | 0.87  | 0.75 | 0.75 | 0.78 | 0.78 |
| Satd. Flow (perm)                 | 3184  | 3184                      | 3044  | 3044  | 1357 | 1357 | 1360 | 1360 |
| Peak-Hour factor, PHF             | 0.94  | 0.94                      | 0.94  | 0.94  | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph)                   | 38    | 848                       | 61    | 30    | 483  | 46   | 132  | 13   |
| RTOR Reduction (vph)              | 0     | 4                         | 0     | 0     | 5    | 0    | 20   | 0    |
| Lane Group Flow (vph)             | 0     | 943                       | 0     | 0     | 554  | 0    | 192  | 0    |
| Confl. Peds. (#/hr)               | 13    | 10                        | 10    | 10    | 13   | 17   | 9    | 9    |
| Heavy Vehicles (%)                | 6%    | 3%                        | 4%    | 2%    | 3%   | 2%   | 0%   | 2%   |
| Turn Type                         | Perm  | NA                        | Perm  | NA    | Perm | NA   | Perm | NA   |
| Protected Phases                  | 2     | 2                         | 2     | 2     | 4    | 4    | 4    | 4    |
| Permitted Phases                  | 2     | 2                         | 2     | 2     | 4    | 4    | 4    | 4    |
| Actuated Green, G (s)             | 54.2  | 54.2                      | 54.2  | 54.2  | 17.7 | 17.7 | 17.7 | 17.7 |
| Effective Green, g (s)            | 54.2  | 54.2                      | 54.2  | 54.2  | 17.7 | 17.7 | 17.7 | 17.7 |
| Actuated g/C Ratio                | 0.64  | 0.64                      | 0.64  | 0.64  | 0.21 | 0.21 | 0.21 | 0.21 |
| Clearance Time (s)                | 6.0   | 6.0                       | 6.0   | 6.0   | 6.5  | 6.5  | 6.5  | 6.5  |
| Vehicle Extension (s)             | 3.0   | 3.0                       | 3.0   | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 2044  | 1954                      | 284   | 284   | 285  | 285  | 285  | 285  |
| v/s Ratio Plot                    | c0.30 | 0.18                      | c0.14 | c0.14 | 0.07 | 0.07 | 0.34 | 0.34 |
| v/c Ratio                         | 0.46  | 0.28                      | 0.28  | 0.28  | 0.68 | 0.68 | 0.34 | 0.34 |
| Uniform Delay, d1                 | 7.7   | 6.6                       | 6.6   | 6.6   | 30.7 | 30.7 | 28.4 | 28.4 |
| Progression Factor                | 1.00  | 1.00                      | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.8   | 0.4                       | 0.4   | 0.4   | 6.3  | 6.3  | 0.7  | 0.7  |
| Delay (s)                         | 8.4   | 7.0                       | 7.0   | 7.0   | 37.0 | 37.0 | 29.1 | 29.1 |
| Level of Service                  | A     | A                         | A     | A     | D    | D    | C    | C    |
| Approach Delay (s)                | 8.4   | 7.0                       | 7.0   | 7.0   | 37.0 | 37.0 | 29.1 | 29.1 |
| Approach LOS                      | A     | A                         | A     | A     | D    | D    | C    | C    |
| Intersection Summary              |       |                           |       |       |      |      |      |      |
| HCM 2000 Control Delay            | 12.8  | HCM 2000 Level of Service |       |       |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.51  | B                         |       |       |      |      |      |      |
| Actuated Cycle Length (s)         | 84.4  | Sum of lost time (s)      |       |       |      |      |      |      |
| Intersection Capacity Utilization | 75.9% | ICU Level of Service      |       |       |      |      |      |      |
| Analysis Period (min)             | 15    | D                         |       |       |      |      |      |      |
| c. Critical Lane Group            |       |                           |       |       |      |      |      |      |

2. Bloor Street & 1785 Bloor Street Driveway

HCM Unsignalized Intersection Capacity Analysis

<Total> 2027 Weekday AM Peak Hour

05-25-2022

| Movement                          | EBL   | EBT  | WBT  | WBR  | SBL  | SBR  |
|-----------------------------------|-------|------|------|------|------|------|
| Lane Configurations               |       | 4T   | 4T   |      | W    |      |
| Traffic Volume (veh/h)            | 21    | 871  | 633  | 16   | 32   | 41   |
| Future Volume (Veh/h)             | 21    | 871  | 633  | 16   | 32   | 41   |
| Sign Control                      | Free  | Free | Free | Stop | Stop | Stop |
| Grade                             | 0%    | 0%   | 0%   | 0%   | 0%   | 0%   |
| Peak Hour Factor                  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 23    | 947  | 688  | 17   | 35   | 45   |
| Pedestrians                       |       |      |      |      |      |      |
| Lane Width (m)                    |       |      |      |      |      |      |
| Walking Speed (m/s)               |       |      |      |      |      |      |
| Percent Blockage                  |       |      |      |      |      |      |
| Right turn flare (veh)            |       |      |      |      |      |      |
| Median type                       | None  | None | None | None | None | None |
| Median storage (veh)              |       |      |      |      |      |      |
| Upstream signal (m)               | 0.97  | 21   | 179  |      | 0.92 | 0.97 |
| pX platoon unblocked              | 705   |      |      |      | 1216 | 352  |
| VC, conflicting volume            |       |      |      |      |      |      |
| VC1, stage 1 conf vol             |       |      |      |      |      |      |
| VC2, stage 2 conf vol             |       |      |      |      |      |      |
| VCu, unblocked vol                | 638   |      |      |      | 924  | 276  |
| IC, single (s)                    | 4.1   |      |      |      | 6.8  | 6.9  |
| IC, 2 stage (s)                   | 2.2   |      |      |      | 3.5  | 3.3  |
| IF (s)                            | 97    |      |      |      | 85   | 94   |
| CM capacity (veh/h)               | 915   |      |      |      | 241  | 701  |
| Direction, Lane #                 | EB 1  | EB 2 | WB 1 | WB 2 | SB 1 | SB 2 |
| Volume Total                      | 339   | 631  | 459  | 246  | 80   |      |
| Volume Left                       | 23    | 0    | 0    | 0    | 35   |      |
| Volume Right                      | 0     | 0    | 0    | 17   | 45   |      |
| cSH                               | 915   | 1700 | 1700 | 1700 | 382  |      |
| Volumes to Capacity               | 0.03  | 0.37 | 0.27 | 0.14 | 0.21 |      |
| Queue Length 95th (m)             | 0.6   | 0.0  | 0.0  | 0.0  | 5.9  |      |
| Control Delay (s)                 | 0.9   | 0.0  | 0.0  | 0.0  | 16.9 |      |
| Lane LOS                          | A     | A    | A    | A    | C    |      |
| Approach Delay (s)                | 0.3   | 0.0  | 0.0  | 0.0  | 16.9 |      |
| Approach LOS                      | A     | A    | A    | A    | C    |      |
| Intersection Summary              |       |      |      |      |      |      |
| Average Delay                     | 0.9   |      |      |      |      |      |
| Intersection Capacity Utilization | 50.1% |      |      |      |      |      |
| Analysis Period (min)             | 15    |      |      |      |      |      |
| ICU Level of Service              | A     |      |      |      |      |      |



3. 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street

<Total> 2027 Weekday AM Peak Hour

05-25-2022

| Lane Group                        | EBL              | EBT   | WBT   | WBL   | NBL   | NBT   | SBL   | SBT   |
|-----------------------------------|------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations               |                  | 4T    | 4T    | 4T    | 4T    | 4T    | 4T    | 4T    |
| Traffic Volume (vph)              | 5                | 847   | 10    | 674   | 29    | 0     | 12    | 0     |
| Future Volume (vph)               | 5                | 847   | 10    | 674   | 29    | 0     | 12    | 0     |
| Turn Type                         | Perm             | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases                  | 2                | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Permitted Phases                  | 2                | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| Detector Phase                    |                  |       |       |       |       |       |       |       |
| Switch Phase                      |                  |       |       |       |       |       |       |       |
| Minimum Initial (s)               | 8.0              | 8.0   | 8.0   | 8.0   | 12.0  | 12.0  | 12.0  | 12.0  |
| Minimum Split (s)                 | 27.0             | 27.0  | 27.0  | 27.0  | 30.5  | 30.5  | 30.5  | 30.5  |
| Total Split (s)                   | 60.0             | 60.0  | 60.0  | 60.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)                   | 60.0%            | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s)                   | 3.5              | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)                  | 2.5              | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| Lost Time Adjust (s)              | 0.0              | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)               | 6.0              | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   |
| Lead-Lag Optimize?                |                  |       |       |       |       |       |       |       |
| Recall Mode                       | Max              | Max   | Max   | Max   | None  | None  | None  | None  |
| Act Effct Green (s)               | 63.0             | 63.0  | 63.0  | 63.0  | 12.1  | 12.1  | 12.1  | 12.1  |
| Actuated g/C Ratio                | 0.77             | 0.77  | 0.77  | 0.77  | 0.15  | 0.15  | 0.15  | 0.15  |
| v/C Ratio                         | 0.36             | 0.36  | 0.29  | 0.29  | 0.10  | 0.10  | 0.10  | 0.10  |
| Control Delay                     | 4.9              | 4.5   | 20.2  | 20.2  | 9.1   | 9.1   | 9.1   | 9.1   |
| Queue Delay                       | 0.0              | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay                       | 4.9              | 4.5   | 20.2  | 20.2  | 9.1   | 9.1   | 9.1   | 9.1   |
| LOS                               | A                | A     | A     | A     | C     | C     | A     | A     |
| Approach Delay                    | 4.9              | 4.5   | 20.2  | 20.2  | 9.1   | 9.1   | 9.1   | 9.1   |
| Approach LOS                      | A                | A     | A     | A     | C     | C     | A     | A     |
| Intersection Summary              |                  |       |       |       |       |       |       |       |
| Cycle Length                      | 100              |       |       |       |       |       |       |       |
| Actuated Cycle Length             | 82.3             |       |       |       |       |       |       |       |
| Natural Cycle                     | 60               |       |       |       |       |       |       |       |
| Control Type                      | Semi Act-Uncoord |       |       |       |       |       |       |       |
| Maximum v/C Ratio                 | 0.36             |       |       |       |       |       |       |       |
| Intersection Signal Delay         | 5.4              |       |       |       |       |       |       |       |
| Intersection Capacity Utilization | 47.8%            |       |       |       |       |       |       |       |
| Analysis Period (min)             | 15               |       |       |       |       |       |       |       |



HCM Signalized Intersection Capacity Analysis <Total> 2027 Weekday AM Peak Hour 05-25-2022

4: Bloor Street & Fieldgate Drive <Total> 2027 Weekday AM Peak Hour 05-25-2022

| Movement                          | EBL   | EBT                       | EBR  | WBL  | WBT  | WBR   | NBL  | NBT  | NBR  | SBL  | SBR  |
|-----------------------------------|-------|---------------------------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations               | 5     | 847                       | 14   | 10   | 674  | 2     | 29   | 0    | 36   | 12   | 0    |
| Traffic Volume (vph)              | 5     | 847                       | 14   | 10   | 674  | 2     | 29   | 0    | 36   | 12   | 0    |
| Future Volume (vph)               | 1900  | 1900                      | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Ideal Flow (vphpl)                | 6.0   | 6.0                       | 6.0  | 6.0  | 6.0  | 6.5   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Total Lost time (s)               | 1.00  | 1.00                      | 0.95 | 1.00 | 1.00 | 0.93  | 0.93 | 0.94 | 0.94 | 0.97 | 0.97 |
| Flt Protected                     | 3569  | 3574                      | 1705 | 1705 | 1705 | 3360  | 1472 | 1392 | 1392 | 1392 | 1392 |
| Satd. Flow (perm)                 | 0.92  | 0.92                      | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Peak-hour factor, PHF             | 5     | 921                       | 15   | 11   | 733  | 2     | 32   | 0    | 39   | 13   | 0    |
| Adj. Flow (vph)                   | 0     | 1                         | 0    | 0    | 0    | 0     | 0    | 35   | 0    | 0    | 20   |
| RTOR Reduction (vph)              | 0     | 940                       | 0    | 0    | 746  | 0     | 0    | 36   | 0    | 0    | 3    |
| Lane Group Flow (vph)             | Perm  | NA                        | Perm | NA   | Perm | NA    | Perm | NA   | Perm | NA   | Perm |
| Turn Type                         | 2     | 2                         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Protected Phases                  | 2     | 2                         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Permitted Phases                  | 2     | 2                         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Actuated Green, G (s)             | 61.7  | 61.7                      | 61.7 | 61.7 | 61.7 | 61.7  | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 |
| Effective Green, g (s)            | 61.7  | 61.7                      | 61.7 | 61.7 | 61.7 | 61.7  | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 |
| Actuated g/C Ratio                | 0.74  | 0.74                      | 0.74 | 0.74 | 0.74 | 0.74  | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Clearance Time (s)                | 6.0   | 6.0                       | 6.0  | 6.0  | 6.0  | 6.5   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Vehicle Extension (s)             | 3.0   | 3.0                       | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap. (vph)               | 2508  | 2479                      | 2479 | 2479 | 2479 | 165   | 165  | 165  | 165  | 165  | 165  |
| v/s Ratio Prot                    | c0.28 | 0.22                      | 0.22 | 0.22 | 0.22 | c0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| v/s Ratio                         | 0.37  | 0.30                      | 0.30 | 0.30 | 0.30 | 0.22  | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |
| Uniform Delay, d1                 | 4.0   | 3.7                       | 3.7  | 3.7  | 3.7  | 33.8  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Progression Factor                | 1.00  | 1.00                      | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.4   | 0.3                       | 0.3  | 0.3  | 0.3  | 0.7   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Delay (s)                         | 4.4   | 4.0                       | 4.0  | 4.0  | 4.0  | 34.4  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Level of Service                  | A     | A                         | A    | A    | A    | C     | C    | C    | C    | C    | C    |
| Approach Delay (s)                | 4.4   | 4.0                       | 4.0  | 4.0  | 4.0  | 34.4  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Approach LOS                      | A     | A                         | A    | A    | A    | C     | C    | C    | C    | C    | C    |
| Intersection Summary              |       |                           |      |      |      |       |      |      |      |      |      |
| HCM 2000 Control Delay            | 5.8   | HCM 2000 Level of Service |      |      |      |       |      |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.35  | A                         |      |      |      |       |      |      |      |      |      |
| Actuated Cycle Length (s)         | 83.6  | Sum of lost time (s)      |      |      |      |       |      |      |      |      |      |
| Intersection Capacity Utilization | 47.8% | ICU Level of Service      |      |      |      |       |      |      |      |      |      |
| Analysis Period (min)             | 15    | A                         |      |      |      |       |      |      |      |      |      |
| c Critical Lane Group             |       |                           |      |      |      |       |      |      |      |      |      |

3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street <Total> 2027 Weekday AM Peak Hour 05-25-2022

| Movement                          | EBL   | EBT                       | EBR  | WBL  | WBT  | WBR   | NBL  | NBT  | NBR  | SBL  | SBR  |
|-----------------------------------|-------|---------------------------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations               | 5     | 847                       | 14   | 10   | 674  | 2     | 29   | 0    | 36   | 12   | 0    |
| Traffic Volume (vph)              | 5     | 847                       | 14   | 10   | 674  | 2     | 29   | 0    | 36   | 12   | 0    |
| Future Volume (vph)               | 1900  | 1900                      | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Ideal Flow (vphpl)                | 6.0   | 6.0                       | 6.0  | 6.0  | 6.0  | 6.5   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Total Lost time (s)               | 1.00  | 1.00                      | 0.95 | 1.00 | 1.00 | 0.93  | 0.93 | 0.94 | 0.94 | 0.97 | 0.97 |
| Flt Protected                     | 3569  | 3574                      | 1705 | 1705 | 1705 | 3360  | 1472 | 1392 | 1392 | 1392 | 1392 |
| Satd. Flow (perm)                 | 0.92  | 0.92                      | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Peak-hour factor, PHF             | 5     | 921                       | 15   | 11   | 733  | 2     | 32   | 0    | 39   | 13   | 0    |
| Adj. Flow (vph)                   | 0     | 1                         | 0    | 0    | 0    | 0     | 0    | 35   | 0    | 0    | 20   |
| RTOR Reduction (vph)              | 0     | 940                       | 0    | 0    | 746  | 0     | 0    | 36   | 0    | 0    | 3    |
| Lane Group Flow (vph)             | Perm  | NA                        | Perm | NA   | Perm | NA    | Perm | NA   | Perm | NA   | Perm |
| Turn Type                         | 2     | 2                         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Protected Phases                  | 2     | 2                         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Permitted Phases                  | 2     | 2                         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Actuated Green, G (s)             | 61.7  | 61.7                      | 61.7 | 61.7 | 61.7 | 61.7  | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 |
| Effective Green, g (s)            | 61.7  | 61.7                      | 61.7 | 61.7 | 61.7 | 61.7  | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 |
| Actuated g/C Ratio                | 0.74  | 0.74                      | 0.74 | 0.74 | 0.74 | 0.74  | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Clearance Time (s)                | 6.0   | 6.0                       | 6.0  | 6.0  | 6.0  | 6.5   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Vehicle Extension (s)             | 3.0   | 3.0                       | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap. (vph)               | 2508  | 2479                      | 2479 | 2479 | 2479 | 165   | 165  | 165  | 165  | 165  | 165  |
| v/s Ratio Prot                    | c0.28 | 0.22                      | 0.22 | 0.22 | 0.22 | c0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| v/s Ratio                         | 0.37  | 0.30                      | 0.30 | 0.30 | 0.30 | 0.22  | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |
| Uniform Delay, d1                 | 4.0   | 3.7                       | 3.7  | 3.7  | 3.7  | 33.8  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Progression Factor                | 1.00  | 1.00                      | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.4   | 0.3                       | 0.3  | 0.3  | 0.3  | 0.7   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Delay (s)                         | 4.4   | 4.0                       | 4.0  | 4.0  | 4.0  | 34.4  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Level of Service                  | A     | A                         | A    | A    | A    | C     | C    | C    | C    | C    | C    |
| Approach Delay (s)                | 4.4   | 4.0                       | 4.0  | 4.0  | 4.0  | 34.4  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Approach LOS                      | A     | A                         | A    | A    | A    | C     | C    | C    | C    | C    | C    |
| Intersection Summary              |       |                           |      |      |      |       |      |      |      |      |      |
| HCM 2000 Control Delay            | 5.8   | HCM 2000 Level of Service |      |      |      |       |      |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.35  | A                         |      |      |      |       |      |      |      |      |      |
| Actuated Cycle Length (s)         | 83.6  | Sum of lost time (s)      |      |      |      |       |      |      |      |      |      |
| Intersection Capacity Utilization | 47.8% | ICU Level of Service      |      |      |      |       |      |      |      |      |      |
| Analysis Period (min)             | 15    | A                         |      |      |      |       |      |      |      |      |      |
| c Critical Lane Group             |       |                           |      |      |      |       |      |      |      |      |      |

3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street <Total> 2027 Weekday AM Peak Hour 05-25-2022

| Movement                          | EBL   | EBT                       | EBR  | WBL  | WBT  | WBR   | NBL  | NBT  | NBR  | SBL  | SBR  |
|-----------------------------------|-------|---------------------------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations               | 5     | 847                       | 14   | 10   | 674  | 2     | 29   | 0    | 36   | 12   | 0    |
| Traffic Volume (vph)              | 5     | 847                       | 14   | 10   | 674  | 2     | 29   | 0    | 36   | 12   | 0    |
| Future Volume (vph)               | 1900  | 1900                      | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Ideal Flow (vphpl)                | 6.0   | 6.0                       | 6.0  | 6.0  | 6.0  | 6.5   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Total Lost time (s)               | 1.00  | 1.00                      | 0.95 | 1.00 | 1.00 | 0.93  | 0.93 | 0.94 | 0.94 | 0.97 | 0.97 |
| Flt Protected                     | 3569  | 3574                      | 1705 | 1705 | 1705 | 3360  | 1472 | 1392 | 1392 | 1392 | 1392 |
| Satd. Flow (perm)                 | 0.92  | 0.92                      | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Peak-hour factor, PHF             | 5     | 921                       | 15   | 11   | 733  | 2     | 32   | 0    | 39   | 13   | 0    |
| Adj. Flow (vph)                   | 0     | 1                         | 0    | 0    | 0    | 0     | 0    | 35   | 0    | 0    | 20   |
| RTOR Reduction (vph)              | 0     | 940                       | 0    | 0    | 746  | 0     | 0    | 36   | 0    | 0    | 3    |
| Lane Group Flow (vph)             | Perm  | NA                        | Perm | NA   | Perm | NA    | Perm | NA   | Perm | NA   | Perm |
| Turn Type                         | 2     | 2                         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Protected Phases                  | 2     | 2                         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Permitted Phases                  | 2     | 2                         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Actuated Green, G (s)             | 61.7  | 61.7                      | 61.7 | 61.7 | 61.7 | 61.7  | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 |
| Effective Green, g (s)            | 61.7  | 61.7                      | 61.7 | 61.7 | 61.7 | 61.7  | 61.7 | 61.7 | 61.7 | 61.7 | 61.7 |
| Actuated g/C Ratio                | 0.74  | 0.74                      | 0.74 | 0.74 | 0.74 | 0.74  | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Clearance Time (s)                | 6.0   | 6.0                       | 6.0  | 6.0  | 6.0  | 6.5   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Vehicle Extension (s)             | 3.0   | 3.0                       | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap. (vph)               | 2508  | 2479                      | 2479 | 2479 | 2479 | 165   | 165  | 165  | 165  | 165  | 165  |
| v/s Ratio Prot                    | c0.28 | 0.22                      | 0.22 | 0.22 | 0.22 | c0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| v/s Ratio                         | 0.37  | 0.30                      | 0.30 | 0.30 | 0.30 | 0.22  | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |
| Uniform Delay, d1                 | 4.0   | 3.7                       | 3.7  | 3.7  | 3.7  | 33.8  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Progression Factor                | 1.00  | 1.00                      | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.4   | 0.3                       | 0.3  | 0.3  | 0.3  | 0.7   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Delay (s)                         | 4.4   | 4.0                       | 4.0  | 4.0  | 4.0  | 34.4  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Level of Service                  | A     | A                         | A    | A    | A    | C     | C    | C    | C    | C    | C    |
| Approach Delay (s)                | 4.4   | 4.0                       | 4.0  | 4.0  | 4.0  | 34.4  | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Approach LOS                      | A     | A                         | A    | A    | A    | C     | C    | C    | C    | C    | C    |
| Intersection Summary              |       |                           |      |      |      |       |      |      |      |      |      |
| HCM 2000 Control Delay            | 5.8   | HCM 2000 Level of Service |      |      |      |       |      |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.35  | A                         |      |      |      |       |      |      |      |      |      |
| Actuated Cycle Length (s)         | 83.6  | Sum of lost time (s)      |      |      |      |       |      |      |      |      |      |
| Intersection Capacity Utilization | 47.8% | ICU Level of Service      |      |      |      |       |      |      |      |      |      |
| Analysis Period (min)             | 15    | A                         |      |      |      |       |      |      |      |      |      |
| c Critical Lane Group             |       |                           |      |      |      |       |      |      |      |      |      |

3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street <Total> 2027 Weekday AM Peak Hour 05-25-2022

| Movement             | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBR  |
|----------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations  | 5    | 847  | 14   | 10   | 674  | 2    | 29   | 0    | 36   | 12   | 0    |
| Traffic Volume (vph) | 5    | 847  | 14   | 10   | 674  | 2    | 29   | 0    | 36   | 12   | 0    |
| Future Volume (vph)  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Ideal Flow (vphpl)   | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Total Lost time (s)  | 1.00 | 1.00 |      |      |      |      |      |      |      |      |      |

4: Bloor Street & Fieldgate Drive

HCM Signalized Intersection Capacity Analysis

<Total> 2027 Weekday AM Peak Hour

05-25-2022

| Movement                          | EBL                              | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|----------------------------------|------|------|------|-------|------|------|------|------|------|------|------|
| Lane Configurations               | ←                                | ←    | ←    | ←    | ←     | ←    | ←    | ←    | ←    | ←    | ←    | ←    |
| Traffic Volume (vph)              | 150                              | 596  | 41   | 35   | 541   | 79   | 59   | 35   | 74   | 177  | 38   | 176  |
| Future Volume (vph)               | 150                              | 596  | 41   | 35   | 541   | 79   | 59   | 35   | 74   | 177  | 38   | 176  |
| Ideal Flow (vphpl)                | 1900                             | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               | 3.0                              | 6.0  | 6.0  | 6.0  | 6.0   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Lane Util. Factor                 | 1.00                             | 0.95 | 1.00 | 0.95 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fpb. ped/bikes                    | 1.00                             | 1.00 | 1.00 | 0.99 | 1.00  | 0.99 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 0.97 |
| Fpb. ped/bikes                    | 0.99                             | 1.00 | 1.00 | 0.98 | 1.00  | 0.98 | 1.00 | 0.98 | 1.00 | 0.95 | 1.00 | 0.95 |
| Frt                               | 1.00                             | 0.99 | 1.00 | 0.98 | 1.00  | 0.98 | 1.00 | 0.90 | 1.00 | 0.88 | 1.00 | 0.88 |
| Flt Protected                     | 0.95                             | 1.00 | 0.95 | 1.00 | 0.95  | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot)                 | 1798                             | 3453 | 1736 | 3453 | 1675  | 1631 | 1666 | 1618 | 1666 | 1618 | 1666 | 1618 |
| Flt Permitted                     | 0.34                             | 1.00 | 0.39 | 1.00 | 0.47  | 1.00 | 0.47 | 1.00 | 0.47 | 1.00 | 0.47 | 1.00 |
| Satd. Flow (perm)                 | 634                              | 3453 | 704  | 3453 | 826   | 1631 | 1193 | 1618 | 1193 | 1618 | 1193 | 1618 |
| Peak-hour factor, PHF             | 0.91                             | 0.91 | 0.91 | 0.91 | 0.91  | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph)                   | 165                              | 655  | 45   | 38   | 595   | 87   | 65   | 38   | 81   | 195  | 42   | 193  |
| RTOR Reduction (vph)              | 0                                | 4    | 0    | 0    | 9     | 0    | 0    | 63   | 0    | 0    | 150  | 0    |
| Lane Group Flow (vph)             | 165                              | 696  | 0    | 38   | 673   | 0    | 65   | 56   | 0    | 195  | 85   | 0    |
| Conf. Ped. (#/hr)                 | 29                               | 30   | 30   | 30   | 29    | 30   | 66   | 66   | 66   | 66   | 30   | 30   |
| Heavy Vehicles (%)                | 1%                               | 4%   | 7%   | 3%   | 3%    | 1%   | 7%   | 0%   | 1%   | 4%   | 0%   | 1%   |
| Turn Type                         | pm-plt                           | NA   | NA   | NA   | NA    | NA   | NA   | NA   | NA   | NA   | NA   | NA   |
| Protected Phases                  | 5                                | 2    |      |      | 6     |      | 4    |      |      |      | 8    |      |
| Permitted Phases                  | 2                                |      | 6    | 4    |       | 4    |      |      |      | 8    |      |      |
| Actuated Green, G (s)             | 65.4                             | 65.4 | 54.4 | 54.4 | 22.1  | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| Effective Green, g (s)            | 65.4                             | 65.4 | 54.4 | 54.4 | 22.1  | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| Actuated g/C Ratio                | 0.65                             | 0.65 | 0.54 | 0.54 | 0.22  | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 |
| Clearance Time (s)                | 3.0                              | 6.0  | 6.0  | 6.0  | 6.5   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Vehicle Extension (s)             | 2.0                              | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 507                              | 2258 | 382  | 1878 | 182   | 360  | 263  | 357  | 263  | 357  | 357  | 357  |
| v/s Ratio Prot                    | c0.03                            | 0.20 |      |      | c0.19 |      | 0.03 |      |      |      | 0.05 |      |
| v/s Ratio Perm                    | 0.33                             | 0.31 | 0.05 | 0.08 | 0.10  | 0.36 | 0.16 | 0.16 | 0.16 | 0.16 | 0.24 | 0.24 |
| Uniform Delay, d1                 | 7.0                              | 7.5  | 11.0 | 12.9 | 32.9  | 31.4 | 36.3 | 32.0 | 36.3 | 32.0 | 32.0 | 32.0 |
| Progression Factor                | 1.00                             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.1                              | 0.4  | 0.1  | 0.1  | 1.2   | 0.2  | 10.7 | 0.3  | 10.7 | 0.3  | 0.3  | 0.3  |
| Delay (s)                         | 7.2                              | 7.9  | 11.1 | 13.0 | 34.1  | 31.6 | 47.0 | 32.4 | 47.0 | 32.4 | 32.4 | 32.4 |
| Level of Service                  | A                                | A    | B    | B    | C     | C    | D    | C    | D    | C    | C    | C    |
| Approach Delay (s)                | 7.7                              | 12.9 |      |      | 32.5  |      | 39.0 |      | 39.0 |      | 39.0 |      |
| Approach LOS                      | A                                | B    |      |      | C     |      | D    |      | D    |      | D    |      |
| Intersection Summary              |                                  |      |      |      |       |      |      |      |      |      |      |      |
| HCM 2000 Control Delay            | 17.6 HCM 2000 Level of Service B |      |      |      |       |      |      |      |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.46                             |      |      |      |       |      |      |      |      |      |      |      |
| Actuated Cycle Length (s)         | 100.0 Sum of lost time (s) 15.5  |      |      |      |       |      |      |      |      |      |      |      |
| Intersection Capacity Utilization | 84.0% ICU Level of Service E     |      |      |      |       |      |      |      |      |      |      |      |
| Analysis Period (min)             | 15                               |      |      |      |       |      |      |      |      |      |      |      |
| c Critical Lane Group             |                                  |      |      |      |       |      |      |      |      |      |      |      |

1: Bloor Street & Bridgewood Drive

HCM Signalized Intersection Capacity Analysis

<Total> 2027 Weekday PM Peak Hour

05-25-2022

| Movement                          | EBL                              | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|----------------------------------|------|------|------|-------|------|------|------|------|------|------|------|
| Lane Configurations               | ←                                | ←    | ←    | ←    | ←     | ←    | ←    | ←    | ←    | ←    | ←    | ←    |
| Traffic Volume (vph)              | 22                               | 646  | 73   | 871  | 59    | 10   | 38   | 20   | 38   | 20   | 38   | 20   |
| Future Volume (vph)               | 22                               | 646  | 73   | 871  | 59    | 10   | 38   | 20   | 38   | 20   | 38   | 20   |
| Ideal Flow (vphpl)                | 1900                             | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               | 3.0                              | 6.0  | 6.0  | 6.0  | 6.5   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Lane Util. Factor                 | 1.00                             | 0.95 | 1.00 | 0.95 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fpb. ped/bikes                    | 1.00                             | 1.00 | 1.00 | 0.99 | 1.00  | 0.95 | 1.00 | 0.97 | 1.00 | 0.97 | 1.00 | 0.97 |
| Fpb. ped/bikes                    | 0.99                             | 1.00 | 1.00 | 0.98 | 1.00  | 0.98 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 |
| Frt                               | 1.00                             | 0.99 | 1.00 | 0.98 | 1.00  | 0.98 | 1.00 | 0.90 | 1.00 | 0.88 | 1.00 | 0.88 |
| Flt Protected                     | 0.95                             | 1.00 | 0.95 | 1.00 | 0.95  | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot)                 | 1798                             | 3453 | 1736 | 3453 | 1675  | 1631 | 1666 | 1618 | 1666 | 1618 | 1666 | 1618 |
| Flt Permitted                     | 0.34                             | 1.00 | 0.39 | 1.00 | 0.47  | 1.00 | 0.47 | 1.00 | 0.47 | 1.00 | 0.47 | 1.00 |
| Satd. Flow (perm)                 | 634                              | 3453 | 704  | 3453 | 826   | 1631 | 1193 | 1618 | 1193 | 1618 | 1193 | 1618 |
| Peak-hour factor, PHF             | 0.91                             | 0.91 | 0.91 | 0.91 | 0.91  | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph)                   | 165                              | 655  | 45   | 38   | 595   | 87   | 65   | 38   | 81   | 195  | 42   | 193  |
| RTOR Reduction (vph)              | 0                                | 4    | 0    | 0    | 9     | 0    | 0    | 63   | 0    | 0    | 150  | 0    |
| Lane Group Flow (vph)             | 165                              | 696  | 0    | 38   | 673   | 0    | 65   | 56   | 0    | 195  | 85   | 0    |
| Conf. Ped. (#/hr)                 | 29                               | 30   | 30   | 30   | 29    | 30   | 66   | 66   | 66   | 66   | 30   | 30   |
| Heavy Vehicles (%)                | 1%                               | 4%   | 7%   | 3%   | 3%    | 1%   | 7%   | 0%   | 1%   | 4%   | 0%   | 1%   |
| Turn Type                         | pm-plt                           | NA   | NA   | NA   | NA    | NA   | NA   | NA   | NA   | NA   | NA   | NA   |
| Protected Phases                  | 5                                | 2    |      |      | 6     |      | 4    |      |      |      | 8    |      |
| Permitted Phases                  | 2                                |      | 6    | 4    |       | 4    |      |      |      | 8    |      |      |
| Actuated Green, G (s)             | 65.4                             | 65.4 | 54.4 | 54.4 | 22.1  | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| Effective Green, g (s)            | 65.4                             | 65.4 | 54.4 | 54.4 | 22.1  | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| Actuated g/C Ratio                | 0.65                             | 0.65 | 0.54 | 0.54 | 0.22  | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 |
| Clearance Time (s)                | 3.0                              | 6.0  | 6.0  | 6.0  | 6.5   | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  | 6.5  |
| Vehicle Extension (s)             | 2.0                              | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 507                              | 2258 | 382  | 1878 | 182   | 360  | 263  | 357  | 263  | 357  | 357  | 357  |
| v/s Ratio Prot                    | c0.03                            | 0.20 |      |      | c0.19 |      | 0.03 |      |      |      | 0.05 |      |
| v/s Ratio Perm                    | 0.33                             | 0.31 | 0.05 | 0.08 | 0.10  | 0.36 | 0.16 | 0.16 | 0.16 | 0.16 | 0.24 | 0.24 |
| Uniform Delay, d1                 | 7.0                              | 7.5  | 11.0 | 12.9 | 32.9  | 31.4 | 36.3 | 32.0 | 36.3 | 32.0 | 32.0 | 32.0 |
| Progression Factor                | 1.00                             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.1                              | 0.4  | 0.1  | 0.1  | 1.2   | 0.2  | 10.7 | 0.3  | 10.7 | 0.3  | 0.3  | 0.3  |
| Delay (s)                         | 7.2                              | 7.9  | 11.1 | 13.0 | 34.1  | 31.6 | 47.0 | 32.4 | 47.0 | 32.4 | 32.4 | 32.4 |
| Level of Service                  | A                                | A    | B    | B    | C     | C    | D    | C    | D    | C    | C    | C    |
| Approach Delay (s)                | 7.7                              | 12.9 |      |      | 32.5  |      | 39.0 |      | 39.0 |      | 39.0 |      |
| Approach LOS                      | A                                | B    |      |      | C     |      | D    |      | D    |      | D    |      |
| Intersection Summary              |                                  |      |      |      |       |      |      |      |      |      |      |      |
| HCM 2000 Control Delay            | 17.6 HCM 2000 Level of Service B |      |      |      |       |      |      |      |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.46                             |      |      |      |       |      |      |      |      |      |      |      |
| Actuated Cycle Length (s)         | 100.0 Sum of lost time (s) 15.5  |      |      |      |       |      |      |      |      |      |      |      |
| Intersection Capacity Utilization | 84.0% ICU Level of Service E     |      |      |      |       |      |      |      |      |      |      |      |
| Analysis Period (min)             | 15                               |      |      |      |       |      |      |      |      |      |      |      |
| c Critical Lane Group             |                                  |      |      |      |       |      |      |      |      |      |      |      |

1: Bloor Street & Bridgwood Drive

2: Bloor Street & 1785 Bloor Street Driveway

06-25-2022

06-25-2022

06-25-2022

| Movement                          | EBL                           | EBT  | EBR  | WBL   | WBT  | WBR   | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|-------------------------------|------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations               |                               | 4T   | 4T   |       | 4T   | 4T    | 4B   | 4B    |      |      | 4B   | 4B   |
| Traffic Volume (vph)              | 22                            | 646  | 101  | 73    | 871  | 52    | 59   | 10    | 52   | 38   | 20   | 28   |
| Future Volume (vph)               | 22                            | 646  | 101  | 73    | 871  | 52    | 59   | 10    | 52   | 38   | 20   | 28   |
| Ideal Flow (vphpl)                | 1900                          | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               |                               | 6.0  |      | 6.0   |      | 6.5   |      | 6.5   |      |      | 6.5  |      |
| Lane Util. Factor                 |                               | 0.95 |      | 0.95  |      | 1.00  |      | 1.00  |      | 1.00 |      | 1.00 |
| Fpb. ped/bikes                    |                               | 1.00 |      | 1.00  |      | 0.99  |      | 0.99  |      | 1.00 |      | 1.00 |
| Frt                               |                               | 0.98 |      | 0.99  |      | 0.94  |      | 0.96  |      | 0.98 |      | 0.98 |
| Flt Protected                     |                               | 1.00 |      | 1.00  |      | 0.98  |      | 0.98  |      | 1.00 |      | 1.00 |
| Satd. Flow (prot)                 |                               | 3485 |      | 3568  |      | 1748  |      | 1784  |      | 1784 |      | 1784 |
| Flt Permitted                     |                               | 0.90 |      | 0.81  |      | 0.83  |      | 0.83  |      | 0.82 |      | 0.82 |
| Satd. Flow (perm)                 |                               | 3154 |      | 2910  |      | 1493  |      | 1493  |      | 1490 |      | 1490 |
| Peak-hour factor, PHF             | 0.93                          | 0.93 | 0.83 | 0.93  | 0.93 | 0.93  | 0.93 | 0.93  | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph)                   | 24                            | 695  | 109  | 78    | 937  | 56    | 63   | 11    | 56   | 41   | 22   | 30   |
| RTOR Reduction (vph)              | 0                             | 8    | 0    | 0     | 3    | 0     | 0    | 35    | 0    | 0    | 22   | 0    |
| Lane Group Flow (vph)             | 0                             | 820  | 0    | 0     | 1068 | 0     | 0    | 95    | 0    | 0    | 71   | 0    |
| Conf. Ped. (#/hr)                 | 13                            | 6    | 6    | 6     | 13   | 7     | 7    | 5     | 5    | 5    | 7    | 7    |
| Heavy Vehicles (%)                | 0%                            | 2%   | 3%   | 0%    | 1%   | 0%    | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |
| Turn Type                         | Perm                          | NA   | Perm | NA    | Perm | NA    | Perm | NA    | Perm | NA   | Perm | NA   |
| Protected Phases                  | 2                             |      | 2    |       | 2    |       | 4    |       | 4    |      | 4    |      |
| Permitted Phases                  | 2                             |      | 2    |       | 2    |       | 4    |       | 4    |      | 4    |      |
| Actuated Green, G (s)             | 56.9                          |      | 56.9 |       | 56.9 |       | 12.7 |       | 12.7 |      | 12.7 |      |
| Effective Green, g (s)            | 56.9                          |      | 56.9 |       | 56.9 |       | 12.7 |       | 12.7 |      | 12.7 |      |
| Actuated G/C Ratio                | 0.69                          |      | 0.69 |       | 0.69 |       | 0.15 |       | 0.15 |      | 0.15 |      |
| Clearance Time (s)                | 6.0                           |      | 6.0  |       | 6.0  |       | 6.5  |       | 6.5  |      | 6.5  |      |
| Vehicle Extension (s)             | 3.0                           |      | 3.0  |       | 3.0  |       | 3.0  |       | 3.0  |      | 3.0  |      |
| Lane Grp Cap (vph)                | 2185                          |      | 2016 |       | 2016 |       | 230  |       | 230  |      | 230  |      |
| v/s Ratio Prot                    |                               | 0.26 |      | c0.37 |      | c0.06 |      | c0.06 |      | 0.05 |      | 0.05 |
| v/c Ratio                         | 0.38                          |      | 0.53 |       | 0.53 |       | 0.41 |       | 0.41 |      | 0.31 |      |
| Uniform Delay, d1                 | 5.2                           |      | 6.1  |       | 6.1  |       | 31.3 |       | 30.8 |      | 30.8 |      |
| Progression Factor                | 1.00                          |      | 1.00 |       | 1.00 |       | 1.00 |       | 1.00 |      | 1.00 |      |
| Incremental Delay, d2             | 0.5                           |      | 1.0  |       | 1.2  |       | 1.2  |       | 0.8  |      | 0.8  |      |
| Level of Service                  | A                             |      | A    |       | A    |       | C    |       | C    |      | C    |      |
| Approach Delay (s)                | 5.7                           |      | 7.1  |       | 7.1  |       | 32.6 |       | 31.6 |      | 31.6 |      |
| Approach LOS                      | A                             |      | A    |       | A    |       | C    |       | C    |      | C    |      |
| Intersection Summary              |                               |      |      |       |      |       |      |       |      |      |      |      |
| HCM 2000 Control Delay            | 9.2 HCM 2000 Level of Service |      |      |       |      |       |      |       |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.51                          |      |      |       |      |       |      |       |      |      |      |      |
| Actuated Cycle Length (s)         | 82.1                          |      |      |       |      |       |      |       |      |      |      |      |
| Sum of lost time (s)              | 12.5                          |      |      |       |      |       |      |       |      |      |      |      |
| Intersection Capacity Utilization | 77.2%                         |      |      |       |      |       |      |       |      |      |      |      |
| ICU Level of Service              | D                             |      |      |       |      |       |      |       |      |      |      |      |
| Analysis Period (min)             | 15                            |      |      |       |      |       |      |       |      |      |      |      |
| Critical Lane Group               |                               |      |      |       |      |       |      |       |      |      |      |      |

2: Bloor Street & 1785 Bloor Street Driveway

06-25-2022

| Movement                          | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | SBL  | SBR  |
|-----------------------------------|-------|------|------|------|------|------|------|------|
| Lane Configurations               |       | 4T   | 4T   |      | 4T   | 4T   | W    | W    |
| Traffic Volume (veh/h)            | 29    | 864  | 926  | 42   | 27   | 28   | 27   | 28   |
| Future Volume (Veh/h)             | 29    | 864  | 926  | 42   | 27   | 28   | 27   | 28   |
| Sign Control                      | Free  | Free | Free | Free | Free | Stop | Stop | Stop |
| Grade                             |       | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |
| Peak Hour Factor                  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph)            | 32    | 939  | 1007 | 46   | 29   | 30   | 29   | 30   |
| Pedestrians                       |       |      |      |      |      |      |      |      |
| Lane Width (m)                    |       |      |      |      |      |      |      |      |
| Walking Speed (m/s)               |       |      |      |      |      |      |      |      |
| Percent Blockage                  |       |      |      |      |      |      |      |      |
| Right turn flare (veh)            |       | None | None |      | None |      |      |      |
| Median type                       |       | None | None |      | None |      |      |      |
| Median storage (veh)              |       |      |      |      |      |      |      |      |
| Upstream signal (m)               |       | 21   | 179  |      |      |      |      |      |
| Pk. platoon unblocked             | 0.89  |      |      |      |      | 0.93 | 0.89 |      |
| v/c, conflicting volume           | 1053  |      |      |      |      | 1564 | 526  |      |
| VC1, stage 1 conf vol             |       |      |      |      |      |      |      |      |
| VC2, stage 2 conf vol             |       |      |      |      |      |      |      |      |
| VCu, unblocked vol                | 804   |      |      |      |      | 1032 | 210  |      |
| IC, single (s)                    | 4.1   |      |      |      |      | 6.8  | 6.9  |      |
| IC, 2 stage (s)                   |       |      |      |      |      |      |      |      |
| IF (s)                            | 2.2   |      |      |      |      | 3.5  | 3.3  |      |
| p0 queue free %                   | 96    |      |      |      |      | 86   | 96   |      |
| dM capacity (veh/h)               | 723   |      |      |      |      | 203  | 705  |      |
| Direction, Lane #                 | EB 1  | EB 2 | WB 1 | WB 2 | SB 1 |      |      |      |
| Volumes Total                     | 345   | 626  | 671  | 382  | 59   |      |      |      |
| Volume Left                       | 32    | 0    | 0    | 0    | 29   |      |      |      |
| Volume Right                      | 0     | 0    | 0    | 46   | 30   |      |      |      |
| cSH                               | 723   | 1700 | 1700 | 1700 | 319  |      |      |      |
| Volumes to Capacity               | 0.04  | 0.37 | 0.39 | 0.22 | 0.19 |      |      |      |
| Queue Length 95th (m)             | 1.1   | 0.0  | 0.0  | 0.0  | 5.1  |      |      |      |
| Control Delay (s)                 | 1.4   | 0.0  | 0.0  | 0.0  | 18.8 |      |      |      |
| Lane LOS                          | A     |      |      |      | C    |      |      |      |
| Approach Delay (s)                | 0.5   |      | 0.0  |      | 18.8 |      |      |      |
| Approach LOS                      |       |      |      |      | C    |      |      |      |
| Intersection Summary              |       |      |      |      |      |      |      |      |
| Average Delay                     | 0.8   |      |      |      |      |      |      |      |
| Intersection Capacity Utilization | 54.9% |      |      |      |      |      |      |      |
| ICU Level of Service              | A     |      |      |      |      |      |      |      |
| Analysis Period (min)             | 15    |      |      |      |      |      |      |      |

Timings  
3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street <Total> 2027 Weekday PM Peak Hour 05-25-2022

| EBL                                      | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|--|-------|-------|-------|-------|-------|-------|-------|
| 14                                       | 873   | 16    | 954   | 15    | 0     | 6     | 0     |
| 14                                       | 873   | 16    | 954   | 15    | 0     | 6     | 0     |
| Perm                                     | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| 2  | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| 2  | 2     | 2     | 2     | 4     | 4     | 4     | 4     |
| 8.0                                      | 8.0   | 8.0   | 8.0   | 12.0  | 12.0  | 12.0  | 12.0  |
| 27.0                                     | 27.0  | 27.0  | 27.0  | 30.5  | 30.5  | 30.5  | 30.5  |
| 60.0                                     | 60.0  | 60.0  | 60.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| 60.0%                                    | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| 3.5                                      | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| 2.5                                      | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| 0.0                                      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 6.0                                      | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   |
| Max                                      | Max   | Max   | Max   | None  | None  | None  | None  |
| 70.0                                     | 70.0  | 12.1  | 12.1  | 12.1  | 12.1  | 12.1  | 12.1  |
| 0.84                                     | 0.84  | 0.84  | 0.84  | 0.14  | 0.14  | 0.14  | 0.14  |
| 0.36                                     | 0.36  | 0.38  | 0.38  | 0.13  | 0.05  | 0.05  | 0.05  |
| 3.9                                      | 4.0   | 4.0   | 4.0   | 12.4  | 3.5   | 3.5   | 3.5   |
| 0.0                                      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 3.9                                      | 4.0   | 4.0   | 4.0   | 12.4  | 3.5   | 3.5   | 3.5   |
| A  | A     | A     | A     | B     | B     | A     | A     |
| 3.9                                      | 4.0   | 4.0   | 4.0   | 12.4  | 3.5   | 3.5   | 3.5   |
| A  | A     | A     | A     | B     | B     | A     | A     |
| <b>Intersection Summary</b>              |       |       |       |       |       |       |       |
| Cycle Length: 100                        |       |       |       |       |       |       |       |
| Actuated Cycle Length: 83.8              |       |       |       |       |       |       |       |
| Natural Cycle: 60                        |       |       |       |       |       |       |       |
| Control Type: Semi-Act-Uncoordinated     |       |       |       |       |       |       |       |
| Maximum v/c Ratio: 0.38                  |       |       |       |       |       |       |       |
| Intersection Signal Delay: 4.0           |       |       |       |       |       |       |       |
| Intersection Capacity Utilization: 58.3% |       |       |       |       |       |       |       |
| Analysis Period (min): 15                |       |       |       |       |       |       |       |

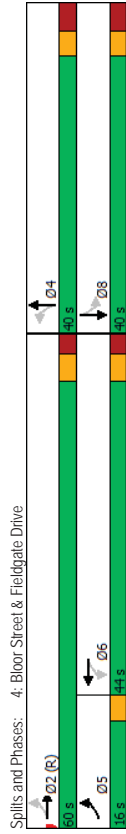


HCM Signalized Intersection Capacity Analysis  
3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street <Total> 2027 Weekday PM Peak Hour 05-25-2022

| EBL                                      | EBT  | WBL   | WBT   | NBL   | NBT   | SBL  | SBT  |
|--|------|-------|-------|-------|-------|------|------|
| 14                                       | 873  | 42    | 16    | 954   | 6     | 15   | 0    |
| 14                                       | 873  | 42    | 16    | 954   | 6     | 15   | 0    |
| 1900                                     | 1900 | 1900  | 1900  | 1900  | 1900  | 1900 | 1900 |
| 6.0                                      | 6.0  | 6.0   | 6.0   | 6.5   | 6.5   | 6.5  | 6.5  |
| 0.95                                     | 0.95 | 0.95  | 0.95  | 1.00  | 1.00  | 1.00 | 1.00 |
| 0.99                                     | 0.99 | 1.00  | 1.00  | 0.94  | 0.94  | 0.94 | 0.94 |
| 1.00                                     | 1.00 | 1.00  | 1.00  | 0.97  | 0.97  | 0.97 | 0.97 |
| 3551                                     | 3551 | 3572  | 3572  | 1719  | 1719  | 1727 | 1727 |
| 0.93                                     | 0.93 | 0.93  | 0.93  | 0.83  | 0.83  | 0.80 | 0.80 |
| 3317                                     | 3317 | 3330  | 3330  | 1469  | 1469  | 1428 | 1428 |
| 0.92                                     | 0.92 | 0.92  | 0.92  | 0.92  | 0.92  | 0.92 | 0.92 |
| 15                                       | 949  | 46    | 17    | 1037  | 7     | 16   | 0    |
| 0  | 2    | 0     | 0     | 0     | 0     | 28   | 0    |
| 0  | 1008 | 0     | 0     | 1061  | 0     | 2    | 0    |
| Perm                                     | NA   | Perm  | NA    | Perm  | NA    | Perm | NA   |
| 2  | 2    | 2     | 2     | 4     | 4     | 4    | 4    |
| 2  | 2    | 2     | 2     | 4     | 4     | 4    | 4    |
| 67.3                                     | 67.3 | 67.3  | 67.3  | 6.8   | 6.8   | 6.8  | 6.8  |
| 67.3                                     | 67.3 | 67.3  | 67.3  | 6.8   | 6.8   | 6.8  | 6.8  |
| 0.78                                     | 0.78 | 0.78  | 0.78  | 0.08  | 0.08  | 0.08 | 0.08 |
| 6.0                                      | 6.0  | 6.0   | 6.0   | 6.5   | 6.5   | 6.5  | 6.5  |
| 3.0                                      | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0  |
| 2577                                     | 2577 | 2587  | 2587  | 114   | 114   | 112  | 112  |
| 0.30                                     | 0.30 | c0.32 | c0.32 | c0.00 | c0.00 | 0.00 | 0.00 |
| 0.39                                     | 0.39 | 0.41  | 0.41  | 0.02  | 0.02  | 0.01 | 0.01 |
| 3.1                                      | 3.1  | 3.2   | 3.2   | 36.8  | 36.8  | 36.8 | 36.8 |
| 1.00                                     | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 |
| 0.4                                      | 0.4  | 0.5   | 0.5   | 0.1   | 0.1   | 0.0  | 0.0  |
| 3.5                                      | 3.5  | 3.6   | 3.6   | 36.9  | 36.9  | 36.8 | 36.8 |
| A  | A    | A     | A     | D     | D     | D    | D    |
| 3.5                                      | 3.5  | 3.6   | 3.6   | 36.9  | 36.9  | 36.8 | 36.8 |
| A  | A    | A     | A     | D     | D     | D    | D    |
| <b>Intersection Summary</b>              |      |       |       |       |       |      |      |
| HCM 2000 Control Delay: 4.3              |      |       |       |       |       |      |      |
| HCM 2000 Level of Service: A             |      |       |       |       |       |      |      |
| HCM 2000 Volume to Capacity ratio: 0.37  |      |       |       |       |       |      |      |
| Actuated Cycle Length (s): 86.6          |      |       |       |       |       |      |      |
| Sum of lost time (s): 12.5               |      |       |       |       |       |      |      |
| Intersection Capacity Utilization: 58.3% |      |       |       |       |       |      |      |
| ICU Level of Service: B                  |      |       |       |       |       |      |      |
| Analysis Period (min): 15                |      |       |       |       |       |      |      |
| Critical Lane Group                      |      |       |       |       |       |      |      |

Timings 4: Bloor Street & Fieldgate Drive <Total> 2027 Weekday PM Peak Hour 05-25-2022

|  | EBL    | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
|--|--------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group   | EBL    | EBT   | WBL   | WBT   | NBL   | NBT   | SBL   | SBT   |
| Lane Configurations  | 5      | 2     | 6     | 6     | 4     | 4     | 8     | 8     |
| Traffic Volume (vph)                                       | 95     | 686   | 61    | 710   | 58    | 27    | 129   | 49    |
| Future Volume (vph)  | 95     | 686   | 61    | 710   | 58    | 27    | 129   | 49    |
| Turn Type  | pm-plt | NA    | Perm  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases   | 5      | 2     | 6     | 6     | 4     | 4     | 8     | 8     |
| Permitted Phases   | 2      | 2     | 6     | 6     | 4     | 4     | 8     | 8     |
| Detector Phase   | 5      | 2     | 6     | 6     | 4     | 4     | 8     | 8     |
| Switch Phase   | 5.0    | 8.0   | 1.0   | 1.0   | 8.0   | 8.0   | 1.0   | 1.0   |
| Minimum Initial (s)  | 10.0   | 34.0  | 34.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Minimum Split (s)  | 16.0   | 60.0  | 44.0  | 44.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)  | 16.0%  | 60.0% | 44.0% | 44.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s)  | 3.0    | 3.5   | 3.5   | 3.5   | 3.0   | 3.0   | 3.0   | 3.0   |
| All-Red Time (s)   | 0.0    | 2.5   | 2.5   | 2.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| Lost Time Adjust (s)                                       | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 3.0    | 6.0   | 6.0   | 6.0   | 6.5   | 6.5   | 6.5   | 6.5   |
| Lead/Lag   | Lead   | Lag   | Lag   | Lag   | Lead  | Lead  | Lead  | Lead  |
| Lead-Lag Optimize?   | Yes    | Yes   | Yes   | Yes   | None  | None  | None  | None  |
| Recall Mode  | None   | C-Max | None  | None  | None  | None  | None  | None  |
| Act Effct Green (s)  | 73.7   | 70.7  | 61.4  | 61.4  | 16.8  | 16.8  | 16.8  | 16.8  |
| Actuated g/C Ratio   | 0.74   | 0.71  | 0.61  | 0.61  | 0.17  | 0.17  | 0.17  | 0.17  |
| v/c Ratio  | 0.24   | 0.34  | 0.18  | 0.42  | 0.39  | 0.29  | 0.67  | 0.48  |
| Control Delay  | 5.9    | 6.6   | 12.2  | 11.6  | 42.0  | 15.6  | 53.4  | 16.0  |
| Queue Delay  | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay  | 5.9    | 6.6   | 12.2  | 11.6  | 42.0  | 15.6  | 53.4  | 16.0  |
| LOS  | A      | A     | B     | B     | D     | D     | D     | B     |
| Approach Delay   | 6.5    | 6.5   | 11.7  | 11.7  | 26.3  | 26.3  | 32.4  | 32.4  |
| Approach LOS   | A      | A     | B     | B     | C     | C     | C     | C     |
| Intersection Summary                                       |        |       |       |       |       |       |       |       |
| Cycle Length: 100  |        |       |       |       |       |       |       |       |
| Actuated Cycle Length: 100                                 |        |       |       |       |       |       |       |       |
| Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green |        |       |       |       |       |       |       |       |
| Natural Cycle: 85  |        |       |       |       |       |       |       |       |
| Control Type: Actuated-Coordinated                         |        |       |       |       |       |       |       |       |
| Maximum v/c Ratio: 0.67                                    |        |       |       |       |       |       |       |       |
| Intersection Signal Delay: 13.4                            |        |       |       |       |       |       |       |       |
| Intersection Capacity Utilization 76.0%                    |        |       |       |       |       |       |       |       |
| Analysis Period (min) 15                                   |        |       |       |       |       |       |       |       |



HCM Signalized Intersection Capacity Analysis 4: Bloor Street & Fieldgate Drive <Total> 2027 Weekday PM Peak Hour 05-25-2022

|                                   | EBL    | EBT                         | WBL  | WBT   | NBL  | NBT  | SBL  | SBT  |
|-----------------------------------|--------|-----------------------------|------|-------|------|------|------|------|
| Lane Configurations               | 5      | 2                           | 6    | 6     | 4    | 4    | 8    | 8    |
| Traffic Volume (vph)              | 95     | 686                         | 61   | 710   | 58   | 27   | 129  | 49   |
| Future Volume (vph)               | 95     | 686                         | 61   | 710   | 58   | 27   | 129  | 49   |
| Ideal Flow (vphpl)                | 1900   | 1900                        | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               | 3.0    | 6.0                         | 6.0  | 6.0   | 6.5  | 6.5  | 6.5  | 6.5  |
| Lane Util. Factor                 | 1.00   | 0.95                        | 1.00 | 0.95  | 1.00 | 1.00 | 1.00 | 1.00 |
| Fpb. ped/bikes                    | 1.00   | 0.99                        | 1.00 | 0.99  | 1.00 | 0.97 | 1.00 | 0.97 |
| Fpb. ped/bikes                    | 1.00   | 1.00                        | 0.99 | 1.00  | 0.98 | 1.00 | 0.97 | 1.00 |
| Frt                               | 1.00   | 0.98                        | 1.00 | 0.98  | 1.00 | 0.90 | 1.00 | 0.89 |
| Flt Protected                     | 0.95   | 1.00                        | 0.95 | 1.00  | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot)                 | 1783   | 3496                        | 1763 | 3476  | 1758 | 1641 | 1739 | 1641 |
| Flt Permitted                     | 0.26   | 1.00                        | 0.33 | 1.00  | 0.53 | 1.00 | 0.70 | 1.00 |
| Satd. Flow (perm)                 | 493    | 3496                        | 615  | 3476  | 982  | 1641 | 1274 | 1641 |
| Peak-Hour factor, PHF             | 0.90   | 0.90                        | 0.90 | 0.90  | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph)                   | 106    | 762                         | 91   | 68    | 789  | 112  | 64   | 54   |
| RTOR Reduction (vph)              | 0      | 6                           | 0    | 0     | 7    | 0    | 0    | 0    |
| Lane Group Flow (vph)             | 106    | 847                         | 0    | 68    | 894  | 0    | 64   | 41   |
| Confl. Peds. (#/hr)               | 35     | 27                          | 27   | 35    | 26   | 35   | 35   | 26   |
| Confl. Bikes (#/hr)               | 1      | 1                           | 1    | 1     | 1    | 1    | 1    | 1    |
| Turn Type                         | pm-plt | NA                          | Perm | NA    | Perm | NA   | Perm | NA   |
| Protected Phases                  | 5      | 2                           | 6    | 6     | 4    | 4    | 8    | 8    |
| Permitted Phases                  | 2      | 2                           | 6    | 6     | 4    | 4    | 8    | 8    |
| Actuated Green, G (s)             | 70.7   | 70.7                        | 61.3 | 61.3  | 16.8 | 16.8 | 16.8 | 16.8 |
| Effective Green, g (s)            | 70.7   | 70.7                        | 61.3 | 61.3  | 16.8 | 16.8 | 16.8 | 16.8 |
| Actuated g/C Ratio                | 0.71   | 0.71                        | 0.61 | 0.61  | 0.17 | 0.17 | 0.17 | 0.17 |
| Clearance Time (s)                | 3.0    | 6.0                         | 6.0  | 6.0   | 6.5  | 6.5  | 6.5  | 6.5  |
| Vehicle Extension (s)             | 2.0    | 3.0                         | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 431    | 2471                        | 376  | 2130  | 164  | 275  | 214  | 275  |
| v/s Ratio Prot                    | 0.02   | c0.24                       | 0.11 | c0.26 | 0.07 | 0.02 | 0.11 | 0.05 |
| v/s Ratio Perm                    | 0.16   | 0.16                        | 0.18 | 0.42  | 0.39 | 0.15 | 0.67 | 0.28 |
| v/c Ratio                         | 0.25   | 0.34                        | 0.18 | 0.42  | 0.39 | 0.15 | 0.67 | 0.28 |
| Uniform Delay, d1                 | 5.3    | 5.7                         | 8.4  | 10.1  | 37.0 | 35.5 | 39.0 | 36.3 |
| Progression Factor                | 1.00   | 1.00                        | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2             | 0.1    | 0.4                         | 0.2  | 0.1   | 1.5  | 0.3  | 7.7  | 0.5  |
| Delay (s)                         | 5.4    | 6.0                         | 8.7  | 10.2  | 38.6 | 35.7 | 46.7 | 36.8 |
| Level of Service                  | A      | A                           | A    | B     | D    | D    | D    | D    |
| Approach Delay (s)                | 6.0    | 6.0                         | 10.1 | 10.1  | 36.9 | 36.9 | 41.1 | 41.1 |
| Approach LOS                      | A      | A                           | B    | B     | D    | D    | D    | D    |
| Intersection Summary              |        |                             |      |       |      |      |      |      |
| HCM 2000 Control Delay            | 14.4   | HCM 2000 Level of Service B |      |       |      |      |      |      |
| HCM 2000 Volume to Capacity ratio | 0.47   |                             |      |       |      |      |      |      |
| Actuated Cycle Length (s)         | 100.0  | Sum of lost time (s)        |      |       |      |      |      |      |
| Intersection Capacity Utilization | 76.0%  | ICU Level of Service D      |      |       |      |      |      |      |
| Analysis Period (min)             | 15     |                             |      |       |      |      |      |      |
| c Critical Lane Group             |        |                             |      |       |      |      |      |      |



**Intersection: 1: Bloor Street & Bridgewood Drive**

| Movement              | EB    | EB    | WB    | WB    | NB   | NB    | SB  | SB  |
|-----------------------|-------|-------|-------|-------|------|-------|-----|-----|
|                       | LT    | TR    | LT    | TR    | LTR  | LTR   | LTR | LTR |
| Directions Served     |       |       |       |       |      |       |     |     |
| Maximum Queue (m)     | 65.4  | 66.4  | 40.1  | 39.4  | 60.9 | 36.7  |     |     |
| Average Queue (m)     | 39.3  | 40.9  | 19.8  | 18.2  | 27.9 | 15.9  |     |     |
| 95th Queue (m)        | 62.3  | 67.2  | 33.5  | 36.3  | 49.5 | 28.4  |     |     |
| Link Distance (m)     | 165.6 | 165.6 | 509.7 | 509.7 | 75.1 | 152.2 |     |     |
| Upstream Blk Time (%) |       |       |       |       |      |       |     |     |
| Queuing Penalty (veh) |       |       |       |       |      |       |     |     |
| Storage Bay Dist (m)  |       |       |       |       |      |       |     |     |
| Storage Blk Time (%)  |       |       |       |       |      |       |     |     |
| Queuing Penalty (veh) |       |       |       |       |      |       |     |     |

**Intersection: 2: Bloor Street & 1785 Bloor Street Driveway**

| Movement              | EB   | WB    | WB    | SB   | SB |
|-----------------------|------|-------|-------|------|----|
|                       | LT   | TR    | LR    | LR   | LR |
| Directions Served     |      |       |       |      |    |
| Maximum Queue (m)     | 15.2 | 35.5  | 29.9  | 9.1  |    |
| Average Queue (m)     | 2.3  | 7.3   | 10.4  | 3.0  |    |
| 95th Queue (m)        | 10.0 | 21.7  | 27.6  | 10.1 |    |
| Link Distance (m)     | 12.1 | 165.6 | 165.6 | 65.1 |    |
| Upstream Blk Time (%) | 0    |       |       |      |    |
| Queuing Penalty (veh) | 1    |       |       |      |    |
| Storage Bay Dist (m)  |      |       |       |      |    |
| Storage Blk Time (%)  |      |       |       |      |    |
| Queuing Penalty (veh) |      |       |       |      |    |

**Intersection: 3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street**

| Movement              | EB    | EB    | WB   | WB   | NB   | NB   | SB  | SB  |
|-----------------------|-------|-------|------|------|------|------|-----|-----|
|                       | LT    | TR    | LT   | TR   | LTR  | LTR  | LTR | LTR |
| Directions Served     |       |       |      |      |      |      |     |     |
| Maximum Queue (m)     | 52.0  | 53.3  | 15.8 | 22.2 | 22.4 | 8.9  |     |     |
| Average Queue (m)     | 22.7  | 24.9  | 12.7 | 13.1 | 11.3 | 3.2  |     |     |
| 95th Queue (m)        | 44.8  | 47.4  | 19.6 | 22.5 | 20.6 | 10.3 |     |     |
| Link Distance (m)     | 199.8 | 199.8 | 12.1 | 12.1 | 37.8 | 43.0 |     |     |
| Upstream Blk Time (%) |       |       | 8    |      |      | 9    |     |     |
| Queuing Penalty (veh) |       |       |      | 25   |      | 27   |     |     |
| Storage Bay Dist (m)  |       |       |      |      |      |      |     |     |
| Storage Blk Time (%)  |       |       |      |      |      |      |     |     |
| Queuing Penalty (veh) |       |       |      |      |      |      |     |     |

**Intersection: 4: Bloor Street & Fieldgate Drive**

| Movement              | EB   | EB    | WB    | WB    | NB    | NB    | SB   | SB    |
|-----------------------|------|-------|-------|-------|-------|-------|------|-------|
|                       | L    | TR    | L     | TR    | L     | TR    | L    | TR    |
| Directions Served     |      |       |       |       |       |       |      |       |
| Maximum Queue (m)     | 40.5 | 54.9  | 55.9  | 61.7  | 77.4  | 34.3  | 49.0 | 53.0  |
| Average Queue (m)     | 19.1 | 31.7  | 33.1  | 5.8   | 34.5  | 40.4  | 12.6 | 14.7  |
| 95th Queue (m)        | 34.5 | 49.1  | 52.0  | 14.9  | 57.8  | 65.2  | 28.5 | 27.8  |
| Link Distance (m)     |      | 552.4 | 552.4 | 199.8 | 199.8 | 141.4 |      | 163.6 |
| Upstream Blk Time (%) |      |       |       |       |       |       |      |       |
| Queuing Penalty (veh) |      |       |       |       |       |       |      |       |
| Storage Bay Dist (m)  | 50.0 |       |       | 50.0  |       | 40.0  |      | 25.0  |
| Storage Blk Time (%)  | 0    |       |       | 2     |       | 0     |      | 19    |
| Queuing Penalty (veh) | 0    |       |       | 1     |       | 0     |      | 40    |

**Network Summary**  
Network wide Queuing Penalty: 108

**Intersection: 1: Bloor Street & Bridgewood Drive**

| Movement              | EB    | EB    | WB    | WB    | NB   | NB    | SB  | SB  |
|-----------------------|-------|-------|-------|-------|------|-------|-----|-----|
|                       | LT    | TR    | LT    | TR    | LTR  | LTR   | LTR | LTR |
| Directions Served     |       |       |       |       |      |       |     |     |
| Maximum Queue (m)     | 70.8  | 83.6  | 73.5  | 57.5  | 34.1 | 33.8  |     |     |
| Average Queue (m)     | 25.0  | 33.6  | 37.3  | 31.9  | 16.9 | 13.3  |     |     |
| 95th Queue (m)        | 54.1  | 64.6  | 57.9  | 56.5  | 29.2 | 24.9  |     |     |
| Link Distance (m)     | 165.6 | 165.6 | 509.7 | 509.7 | 75.1 | 152.2 |     |     |
| Upstream Blk Time (%) |       |       |       |       |      |       |     |     |
| Queuing Penalty (veh) |       |       |       |       |      |       |     |     |
| Storage Bay Dist (m)  |       |       |       |       |      |       |     |     |
| Storage Blk Time (%)  |       |       |       |       |      |       |     |     |
| Queuing Penalty (veh) |       |       |       |       |      |       |     |     |

**Intersection: 2: Bloor Street & 1785 Bloor Street Driveway**

| Movement              | EB   | WB    | WB    | SB   | SB |
|-----------------------|------|-------|-------|------|----|
|                       | LT   | TR    | LR    | LR   | LR |
| Directions Served     |      |       |       |      |    |
| Maximum Queue (m)     | 15.3 | 72.6  | 68.1  | 15.5 |    |
| Average Queue (m)     | 7.5  | 38.2  | 43.6  | 4.6  |    |
| 95th Queue (m)        | 18.8 | 67.7  | 68.7  | 13.1 |    |
| Link Distance (m)     | 12.1 | 165.6 | 165.6 | 65.1 |    |
| Upstream Blk Time (%) | 4    |       |       |      |    |
| Queuing Penalty (veh) | 17   |       |       |      |    |
| Storage Bay Dist (m)  |      |       |       |      |    |
| Storage Blk Time (%)  |      |       |       |      |    |
| Queuing Penalty (veh) |      |       |       |      |    |

**Intersection: 3: 1750 Bloor Street Driveway/1759 Bloor Street Driveway & Bloor Street**

| Movement              | EB    | EB    | WB   | WB   | NB   | NB   | SB  | SB  |
|-----------------------|-------|-------|------|------|------|------|-----|-----|
|                       | LT    | TR    | LT   | TR   | LTR  | LTR  | LTR | LTR |
| Directions Served     |       |       |      |      |      |      |     |     |
| Maximum Queue (m)     | 73.5  | 70.8  | 19.4 | 22.6 | 15.7 | 8.9  |     |     |
| Average Queue (m)     | 27.7  | 32.2  | 15.8 | 15.8 | 6.0  | 1.3  |     |     |
| 95th Queue (m)        | 48.9  | 56.3  | 17.2 | 18.0 | 13.7 | 6.4  |     |     |
| Link Distance (m)     | 199.8 | 199.8 | 12.1 | 12.1 | 37.8 | 43.0 |     |     |
| Upstream Blk Time (%) |       |       | 29   | 32   |      |      |     |     |
| Queuing Penalty (veh) |       |       | 133  | 147  |      |      |     |     |
| Storage Bay Dist (m)  |       |       |      |      |      |      |     |     |
| Storage Blk Time (%)  |       |       |      |      |      |      |     |     |
| Queuing Penalty (veh) |       |       |      |      |      |      |     |     |

**Intersection: 4: Bloor Street & Fieldgate Drive**

| Movement              | EB    | EB    | WB    | WB    | NB    | NB    | SB    | SB    |
|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
|                       | L     | TR    | L     | TR    | L     | TR    | L     | TR    |
| Directions Served     |       |       |       |       |       |       |       |       |
| Maximum Queue (m)     | 34.6  | 49.3  | 51.9  | 28.7  | 47.4  | 47.8  | 34.9  | 21.0  |
| Average Queue (m)     | 14.0  | 29.8  | 33.2  | 11.9  | 16.3  | 20.0  | 12.8  | 10.8  |
| 95th Queue (m)        | 26.0  | 46.5  | 51.2  | 24.0  | 35.5  | 39.9  | 25.8  | 19.0  |
| Link Distance (m)     | 552.4 | 552.4 | 199.8 | 199.8 | 141.4 | 141.4 | 163.6 | 163.6 |
| Upstream Blk Time (%) |       |       |       |       |       |       |       |       |
| Queuing Penalty (veh) |       |       |       |       |       |       |       |       |
| Storage Bay Dist (m)  | 50.0  |       | 50.0  |       | 40.0  |       | 25.0  |       |
| Storage Blk Time (%)  | 0     |       | 0     |       | 0     |       | 13    |       |
| Queuing Penalty (veh) | 0     |       | 0     |       | 0     |       | 22    |       |

**Network Summary**  
Network wide Queuing Penalty: 326



## **APPENDIX D**

Pedestrian Crossover (PXO) Survey

Signalized Pedestrian Crossing Survey



Location: Bloor Street PXO, 40m west of 1785 Bloor Street Driveway

Ped Signal Duration: 30 Seconds

| Interval | Ped Call | Number of Cars Queued (West Leg) | Ped Calls/Hour = 13               |  |
|----------|----------|----------------------------------|-----------------------------------|--|
|          |          |                                  | Average Number of Cars Queued = 5 |  |
| 8:00     | x        | 4                                |                                   |  |
|          | x        | 4                                |                                   |  |
|          | x        | 1                                |                                   |  |
| 8:15     | x        | 10                               |                                   |  |
|          | x        | 8                                |                                   |  |
|          | x        | 1                                |                                   |  |
|          | x        | 9                                |                                   |  |
|          | x        | 0                                |                                   |  |
| 8:30     | x        | 5                                |                                   |  |
|          | x        | 5                                |                                   |  |
|          | x        | 4                                |                                   |  |
| 8:45     | x        | 12                               |                                   |  |
|          | x        | 1                                |                                   |  |
| Total    | 13       |                                  |                                   |  |

|       |    |    |                                   |  |
|-------|----|----|-----------------------------------|--|
| 3:00  | x  | 5  | Ped Calls/Hour = 14               |  |
|       | x  | 3  | Average Number of Cars Queued = 9 |  |
|       | x  | 6  |                                   |  |
|       | x  | 8  |                                   |  |
|       | x  | 14 |                                   |  |
| 3:15  | x  | 12 |                                   |  |
|       | x  | 13 |                                   |  |
| 3:30  | x  | 8  |                                   |  |
|       | x  | 12 |                                   |  |
|       | x  | 6  |                                   |  |
|       | x  | 11 |                                   |  |
|       | x  | 12 |                                   |  |
| 3:45  | x  | 12 |                                   |  |
|       | x  | 6  |                                   |  |
| Total | 14 |    |                                   |  |



## **APPENDIX E**

City of Mississauga Zoning By-law 0225-2007

**3.1.2 Required Number of Parking Spaces**

**3.1.2.1 Required Number of Parking Spaces for Residential Uses**

3.1.2.1.1 Off-street **parking spaces** for residential **uses** shall be provided in accordance with Table 3.1.2.1 - Required Number of Off-Street Parking Spaces for Residential Uses. (0117-2022)

**Table 3.1.2.1 - Required Number of Off-Street Parking Spaces for Residential Uses**  
(0207-2008), (0297-2013), (0174-2017), (0179-2018), (0181-2018/LPAT Order 2019 February 15), (0111-2019/LPAT Order 2021 March 09), (0018-2021), (0117-2022), (0213-2022)

| Column   | A  | B   | C          | D          | E          | F          |
|----------|--|---|------------|------------|------------|------------|
| Line 1.0 | TYPE OF USE  | UNIT OF MEASUREMENT   | PRECINCT 1 | PRECINCT 2 | PRECINCT 3 | PRECINCT 4 |
| 2.0      | Condominium Apartment  | resident spaces per unit  | 0.8        | 0.9        | 1.0        | 1.1        |
|          |  | visitor spaces per unit   | 0.2        | 0.2        | 0.2        | 0.2        |
| 3.0      | Rental Apartment   | resident spaces per unit  | 0.8        | 0.8        | 0.9        | 1.0        |
|          |  | visitor spaces per unit   | 0.2        | 0.2        | 0.2        | 0.2        |
| 4.0      | Public authority dwelling unit or dwelling unit provided by a non-profit housing provider in a rental apartment  | resident spaces per unit  | 0.4        | 0.6        | 0.65       | 0.7        |
|          |  | visitor spaces per unit   | 0.2        | 0.2        | 0.2        | 0.2        |
| 5.0      | Apartment (within CC1 to CC4 zones)  | 0.8 resident spaces per unit<br>0.15 visitor spaces per unit <sup>(1)</sup> |            |            |            |            |
| 6.0      | Detached Dwelling, Linked Dwelling, Semi-Detached, Street Townhouse  | spaces per unit   | 2.0        | 2.0        | 2.0        | 2.0        |
| 7.0      | Condominium Detached Dwelling, Condominium Semi-Detached, Condominium Townhouse, Detached Dwelling on a CEC - Road, Semi-Detached on a CEC - Road, Townhouse on a CEC - Road | resident spaces per unit  | 2.0        | 2.0        | 2.0        | 2.0        |
|          |  | visitor spaces per unit   | 0.25       | 0.25       | 0.25       | 0.25       |
| 8.0      | Duplex, Triplex  | spaces per unit   | 1.25       | 1.25       | 1.25       | 1.25       |
| 9.0      | Dwelling units located above a commercial development with a maximum height of three storeys   | spaces per unit   | 1.0        | 1.0        | 1.0        | 1.0        |
| 10.0     | Group Home   | spaces per unit   | 2.0        | 2.0        | 2.0        | 2.0        |
| 11.0     | Back to Back and Stacked Townhouse without exclusive use garage and driveway   | resident spaces per unit  | 1.0        | 1.1        | 1.3        | 1.5        |
|          |  | visitor spaces per unit   | 0.25       | 0.25       | 0.25       | 0.25       |

Table 3.1.2.1 continued on next page



## **APPENDIX F**

Parking Utilization Survey Results



Parking Survey at 1785 Bloor Street, Mississauga  
Friday, September 8, 2023  
6:00 pm until 1:00 am

| Time    | Visitors | Residents |    |
|---------|----------|-----------|----|
| 6:00 pm | 2        | 51        | 53 |
| 6:30    | 3        | 48        | 51 |
| 7:00    | 3        | 47        | 50 |
| 7:30    | 3        | 46        | 49 |
| 8:00    | 2        | 47        | 49 |
| 8:30    | 1        | 51        | 52 |
| 9:00    | 2        | 52        | 54 |
| 9:30    | 2        | 53        | 55 |
| 10:00   | 1        | 59        | 60 |
| 10:30   | 1        | 58        | 59 |
| 11:00   | 1        | 60        | 61 |
| 11:30   | 1        | 64        | 65 |
| 12:00   | 0        | 66        | 66 |
| 12:30   | 1        | 67        | 68 |
| 1:00 am | 0        | 69        | 69 |

Parking Survey at 1785 Bloor Street, Mississauga  
 Saturday, September 9, 2023  
 2:00 pm until 1:00 am

| Time    | Visitors | Residents |    |
|---------|----------|-----------|----|
| 2:00 pm | 1        | 46        | 47 |
| 2:30    | 1        | 47        | 48 |
| 3:00    | 2        | 47        | 49 |
| 3:30    | 2        | 47        | 49 |
| 4:00    | 3        | 48        | 51 |
| 4:30    | 3        | 45        | 48 |
| 5:00    | 4        | 46        | 50 |
| 5:30    | 4        | 51        | 55 |
| 6:00    | 4        | 53        | 57 |
| 6:30    | 3        | 51        | 54 |
| 7:00    | 1        | 49        | 50 |
| 7:30    | 1        | 53        | 54 |
| 8:00    | 1        | 52        | 53 |
| 8:30    | 2        | 51        | 53 |
| 9:00    | 2        | 53        | 55 |
| 9:30    | 2        | 53        | 55 |
| 10:00   | 2        | 54        | 56 |
| 10:30   | 1        | 57        | 58 |
| 11:00   | 0        | 60        | 60 |
| 11:30   | 1        | 61        | 62 |
| 12:00   | 1        | 67        | 68 |
| 12:30   | 1        | 67        | 68 |
| 1:00 am | 1        | 67        | 68 |

Parking Survey at 1785 Bloor Street, Mississauga  
 Sunday, September 10, 2023  
 2:00 pm until 1:00 am

| Time    | Visitors | Residents |    |
|---------|----------|-----------|----|
| 2:00 pm | 2        | 52        | 54 |
| 2:30    | 1        | 59        | 60 |
| 3:00    | 1        | 50        | 51 |
| 3:30    | 2        | 50        | 52 |
| 4:00    | 2        | 53        | 55 |
| 4:30    | 1        | 54        | 55 |
| 5:00    | 1        | 58        | 59 |
| 5:30    | 1        | 60        | 61 |
| 6:00    | 2        | 54        | 56 |
| 6:30    | 2        | 54        | 56 |
| 7:00    | 3        | 53        | 56 |
| 7:30    | 2        | 55        | 57 |
| 8:00    | 2        | 57        | 59 |
| 8:30    | 2        | 60        | 62 |
| 9:00    | 2        | 61        | 63 |
| 9:30    | 2        | 66        | 68 |
| 10:00   | 1        | 68        | 69 |
| 10:30   | 3        | 68        | 71 |
| 11:00   | 1        | 67        | 68 |
| 11:30   | 1        | 69        | 70 |
| 12:00   | 1        | 70        | 71 |
| 12:30   | 1        | 70        | 71 |
| 1:00 am | 1        | 70        | 71 |

Parking Survey at 1785 Bloor Street, Mississauga  
Friday, September 15, 2023  
6:00 pm until 1:00 am

| Time    | Visitors | Residents |    |
|---------|----------|-----------|----|
| 6:00 pm | 2        | 47        | 49 |
| 6:30    | 2        | 50        | 52 |
| 7:00    | 1        | 49        | 50 |
| 7:30    | 1        | 47        | 48 |
| 8:00    | 2        | 51        | 53 |
| 8:30    | 2        | 54        | 56 |
| 9:00    | 2        | 57        | 59 |
| 9:30    | 1        | 57        | 58 |
| 10:00   | 1        | 61        | 62 |
| 10:30   | 1        | 62        | 63 |
| 11:00   | 1        | 61        | 62 |
| 11:30   | 1        | 63        | 64 |
| 12:00   | 1        | 63        | 64 |
| 12:30   | 1        | 63        | 64 |
| 1:00 am | 1        | 63        | 64 |

Parking Survey at 1785 Bloor Street, Mississauga  
 Saturday, September 16, 2023  
 2:00 pm until 1:00 am

| Time    | Visitors | Residents |    |
|---------|----------|-----------|----|
| 2:00 pm | 0        | 50        | 50 |
| 2:30    | 1        | 48        | 49 |
| 3:00    | 1        | 46        | 47 |
| 3:30    | 1        | 44        | 45 |
| 4:00    | 0        | 49        | 49 |
| 4:30    | 0        | 46        | 46 |
| 5:00    | 0        | 44        | 44 |
| 5:30    | 0        | 44        | 44 |
| 6:00    | 2        | 49        | 51 |
| 6:30    | 2        | 53        | 55 |
| 7:00    | 3        | 52        | 55 |
| 7:30    | 3        | 51        | 54 |
| 8:00    | 3        | 47        | 50 |
| 8:30    | 3        | 49        | 52 |
| 9:00    | 4        | 48        | 52 |
| 9:30    | 4        | 51        | 55 |
| 10:00   | 1        | 53        | 54 |
| 10:30   | 1        | 58        | 59 |
| 11:00   | 1        | 58        | 59 |
| 11:30   | 1        | 59        | 60 |
| 12:00   | 0        | 60        | 60 |
| 12:30   | 0        | 61        | 61 |
| 1:00 am | 0        | 62        | 62 |

Parking Survey at 1785 Bloor Street, Mississauga  
 Sunday, September 17, 2023  
 2:00 pm until 1:00 am

| Time    | Visitors | Residents |    |
|---------|----------|-----------|----|
| 2:00 pm | 2        | 49        | 51 |
| 2:30    | 1        | 51        | 52 |
| 3:00    | 2        | 49        | 51 |
| 3:30    | 2        | 45        | 47 |
| 4:00    | 2        | 46        | 48 |
| 4:30    | 2        | 44        | 46 |
| 5:00    | 2        | 44        | 46 |
| 5:30    | 2        | 50        | 52 |
| 6:00    | 2        | 55        | 57 |
| 6:30    | 3        | 53        | 56 |
| 7:00    | 2        | 55        | 57 |
| 7:30    | 2        | 55        | 57 |
| 8:00    | 3        | 55        | 58 |
| 8:30    | 2        | 57        | 59 |
| 9:00    | 2        | 60        | 62 |
| 9:30    | 3        | 61        | 64 |
| 10:00   | 2        | 61        | 63 |
| 10:30   | 1        | 63        | 64 |
| 11:00   | 1        | 68        | 69 |
| 11:30   | 1        | 68        | 69 |
| 12:00   | 1        | 67        | 68 |
| 12:30   | 1        | 68        | 69 |
| 1:00 am | 1        | 69        | 70 |